REPORT OF THE TWENTY-SIXTH MEETING OF THE AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP (APIRG/26)

&

THE NINTH MEETING OF THE REGIONAL AVIATION SAFETY GROUP FOR AFI REGION (RASG-AFI/9)

(Cotonou, Benin, 6 – 10 November 2023)

PREPARED BY THE SECRETARIAT

THE DESIGNATIONS AND THE PRESENTATION OF MATERIAL IN THIS PUBLICATION DO NOT IMPLY THE EXPRESSION OF ANY OPINION WHATSOEVER ON THE PART OF ICAO CONCERNING THE LEGAL STATUS OF ANY COUNTRY, TERRITORY, CITY, OR AREA OF ITS AUTHORITIES, OR CONCERNING THE DELIMITATION OF ITS FRONTIERS OR BOUNDARIES.

TABLE OF CONTENTS

LIST OF ABBREVIATIONS 5

LIST OF APPENDICES 7

LIST OF FIGURES 7

LIST OF TABLES 7

LIST OF CONCLUSIONS AND DECISIONS 8

PART I: INTRODUCTION 12

PART II: APIRG/26 AND RASG-AFI/9 FIRST JOINT SESSION 16

AGENDA ITEM 1: ADOPTION OF THE AGENDA AND MEETING WORK PROGRAMME 16

AGENDA ITEM 2: REVIEW OF THE ACTION TAKEN BY THE ANC AND THE COUNCIL ON THE REPORT OF APIRG/25 & RASG-AFI/8 MEETINGS AND FOLLOW-UP OF THE APIRG/25 & RASG-AFI/8 CONCLUSIONS AND DECISIONS 16

AGENDA ITEM 3: APIRG AND RASG-AFI COORDINATION 17

PART III: TWENTY-SIXTH MEETING OF THE AFRICA INDIAN OCEAN PLANNING AND IMPLEMENTATION REGIONAL GROUP (APIRG/26) 23

AGENDA ITEM 1: ADOPTION OF THE AGENDA, THE WORK PROGRAMME, AND ELECTION OF THE BUREAU 23

AGENDA ITEM 2: FOLLOW-UP ON APIRG/25 MEETING CONCLUSIONS AND DECISIONS AND REVIEW OF THE OUTCOMES OF THE APCC/8 MEETING 23

AGENDA ITEM 3: IMPLEMENTATION OF AIR NAVIGATION GOALS, TARGETS AND INDICATORS, INCLUDING THE PRIORITIES SET IN THE REGIONAL AIR NAVIGATION PLAN 24

AGENDA ITEM 4: ITEMS FOR COORDINATION WITH THE RASG-AFI 54

AGENDA ITEM 5: COMMON IMPLEMENTATION CHALLENGES IDENTIFIED AMONGST APIRG MEMBERS AND WAY FORWARD 55

AGENDA ITEM 6: RECOMMENDATIONS ON ACTIONS OR ENHANCEMENTS THAT WOULD REQUIRE CONSIDERATION BY THE ANC AND COUNCIL 56

AGENDA ITEM 7: REVIEW AND UPDATE OF THE WORK PROGRAMME OF APIRG AND ITS CONTRIBUTORY BODIES 57

AGENDA ITEM 8: ANY OTHER BUSINESS 57

PART IV: NINTH MEETING OF THE REGIONAL AVIATION SAFETY GROUP FOR AFI REGION (RASG-AFI/9) 59

AGENDA ITEM 1: ADOPTION OF THE AGENDA AND WORK PROGRAMME 59

AGENDA ITEM 2: ELECTION OF THE RASG-AFI BUREAU 59

AGENDA ITEM 3: REVIEW OF THE RASC/9 MEETING OUTCOMES AND THE STATUS OF IMPLEMENTATION OF RASG-AFI/8 CONCLUSIONS AND DECISIONS 59

AGENDA ITEM 4: STATUS OF IMPLEMENTATION OF THE GASP SAFETY GOALS, TARGETS AND INDICATORS INCLUDING THE PRIORITIES SET FOR THE REGIONAL SAFETY PLAN. 60

AGENDA ITEM 5: ITEMS FOR COORDINATION WITH APIRG 70

AGENDA ITEM 6: COMMON IMPLEMENTATION CHALLENGES IDENTIFIED AMONGST RASG-AFI MEMBERS AND WAY FORWARD 70

AGENDA ITEM 7: RECOMMENDATIONS ON ACTIONS OR ENHANCEMENTS THAT WOULD REQUIRE CONSIDERATION BY THE ANC AND COUNCIL 71

AGENDA ITEM 8: REVIEW OF THE FUTURE WORK PROGRAMME OF THE RASG-AFI AND ITS CONTRIBUTORY BODIES 72

AGENDA ITEM 9: ANY OTHER BUSINESS 72

PART V : APIRG/26 & RASG-AFI/9 JOINT SESSIONS 74

AGENDA ITEM 4: REVIEW AND ADOPTION OF THE CONCLUSIONS AND DECISIONS OF THE APIRG/26 AND RASG-AFI/9 MEETINGS ... 74

AGENDA ITEM 5: ANY OTHER BUSINESS (AOB) 74

LIST OF ABBREVIATIONS

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

CPDLC	**Controller Pilot Datalink Communications**
EAC	**East African Community**
FIRs	**Flight Information Regions**
GANP	**Global Air Navigation Plan**
GASP	**Global Aviation Safety Plan**
GASR	**Global Aviation Safety Roadmap**
GEUSR	**Group of Experts for a USOAP CMA Structured Review**
G-HRC	**Global High-Risk Occurrence**
GRF	**Global Reporting Format**
HLCC	**High-level Conference on COVID-19**
HRDF	**Human Resources Development Fund**
IASTA	**International Air Service Transit Agreement**
IATA	**International Air Transport Association**
ICAO	**International Civil Aviation Organization**
iSTARS	**integrated Safety Trend Analysis and Reporting System**
IIM SG	**Infrastructure and Information Management Sub-Group**
MET	**Aeronautical Meteorology (MET)**
NCMC	**National Continuous Monitoring Coordinator**
NCPI	**National Coordinator for Planning and Implementation**
NCLB	**No Country Left Behind**
OSI-SST	**Operational Safety Issues Safety Support Team**
PBN	**Performance Based Navigation**
PBCS	**Performance Based Communication and Surveillance**
PQ	**Protocol Question**
RASC	**RASG-AFI Steering Committee**
RASG-AFI	**AFI Regional Aviation Safety Group**
RDI	**Research, Development and Innovation**
REC	**Regional Economic Communities**
RODB	**Regional OPMET Data Bank**
ROST	**Regional Office Safety Team**
RPAS	**Remotely Piloted Aircraft Systems**
RSOO	**Regional Safety Oversight Organization**
RVSM	**Reduced Vertical Separation Minimum**
SAF	**Sustainable Aviation Fuel**
SAP	**State Action Plan**
SAR	**Search and Rescue**
SARPs	**Standards and Recommended Practices**
SAT	**Group of the continued improvement of Air Traffic Services over the South Atlantic**
SBAS	**Satellite-based Augmentation System**
SLOP	**Strategic Lateral Offset Procedure**
SSC	**Significant Safety Concern**
SSO-SST	**State Safety Oversight System Support Team**
SSP – SST	**State Safety Programme Safety Support Team**
SSTs	**Safety Support Teams**
TAC	**Traditional Alphanumeric Code**
TAG	**Tactical Action Group**
USOAP-CMA	**Universal Safety Oversight Audit Programme - Continuous Monitoring Approach**

LIST OF APPENDICES

Appendix 1A: List of all participants

APIRG/26 & RASG-AFI/9 (First Joint Session)	
Appendix 2A	**APIRG/26 & RASG-AFI/9 Agenda and Work Programme**
Appendix 2B	**Updated common areas of activities**
Appendix 2C	**Proposed Organizational structures of RASG-AFI/APIRG merging**
APIRG/26	
Appendix 3A	**APIRG/26 Agenda and Work Programme**
Appendix 3B	**Terms of reference of the revised project 9 on civil military cooperation**
Appendix 3C	**Future work programme of AAO/SG**
Appendix 3D	**Status of implementation of APIRG/25 Conclusions and Decisions**
Appendix 3E	**Implementation status of the ASBU elements**
Appendix 3F	**Implementation information of AMET-B0 and AMET-B1 elements**
Appendix 3G	**Updated list of minimum reporting areas**
Appendix 3H	**Future work programme of IIM/SG**
Appendix 3I	**AFI ANP Volume III, First Edition**
Appendix 3J	**AFI Air Navigation Report, First Edition**
Appendix 3K	**APIRG Work Programme for 2023-2024**
RASG-AFI/9	
Appendix 4A	**RASG-AFI/9 Agenda and Work Programme**
Appendix 4B	**2023-2025 edition of the AFI-RASP**
Appendix 4C	**Future Work Programme of the RASG-AFI and its Contributory Bodies**

LIST OF FIGURES

APIRG/26	
Figure 1	**Status of implementation of the APIRG25 Conclusions and Decisions**
Figure 2	**Reports of Coordination failures and LHDs**

LIST OF TABLES

APIRG/26	
Table 1	**RVSM non-compliant aircrafts published in the global bulletin**
Table 2	**Ten-year comparison of the post-implementation CRAs under AFI RVSM**

LIST OF CONCLUSIONS AND DECISIONS

DEFINITIONS

RASG-AFI and APIRG record their 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.

APIRG/26 & RASG-AFI/9 (Joint Sessions)

APIRG/26 & RASG-AFI/9 Conclusion 5/01	***Space Launch Activities***
APIRG/26 & RASG-AFI/9 Decision 5/02	***AFI Airspace Scrutiny Activities***
APIRG/26 & RASG-AFI/9 Conclusion 5/03	***AFI Airspace Scrutiny Activities***
APIRG/26 & RASG-AFI/9 Conclusion 5/04	***Evaluation of the Abuja Safety Performance Framework, updating of the Abuja Safety Targets and incorporation of the Air Navigation Services Targets***
APIRG/26 & RASG-AFI/9 Decision 5/05	***Enhancement of APIRG and RASG-AFI Structure***

APIRG/26

APIRG/26 Decision 26/01	***Election of the Bureau***
APIRG/26 Decision 26/02	***Election of the Chairperson and the Vice Chairperson of the AAO/SG***
APIRG/26 Decision 26/03	***Increased awareness on ASBU framework***
APIRG/26 Decision 26/04	***Project Management Teams Coordinated Workshops***
APIRG/26 Conclusion 26/05	***Project 9 - Civil Military Cooperation/ Flexible Use of Airspace***
APIRG/26 Decision 26/06	***Establishment of the Civil Military Cooperation/ Flexible Use of Airspace project management Team***
APIRG/26 Decision 26/07	***Sensitization Workshops on Instrument Flight Procedures***
APIRG/26 Decision 26/08	***Work Programme of the AAO/SG***
APIRG/26 Conclusion 26/09	***User Preferred Routes (UPR) Trials to Support FRA Implementation in the Continental AFI airspace***
APIRG/26 Decision 26/10	***Election of the Chairperson and Vice-Chairperson of the IIM Sub-Group***
APIRG/26 Decision 26/11	***Formulation of Conclusions and Decisions of APIRG meetings***
APIRG/26 Conclusion 26/12	***Monitoring of the implementation of ASBU elements in the region***

APIRG/26 Conclusion 26/13	***Reciprocal exchange of Aeronautical information products***
APIRG/26 Conclusion 26/14	***Implementation of upcoming changes in the World Area Forecast System (WAFS) data sets and introduction of SWIM compliant version of Secure Aviation Data Information Service (SADIS)***
APIRG/26 Decision 26/15	***Endorsement of the updated minimum reporting Areas***
APIRG/26 Decision 26/16	***Work Programme of the IIM/SG for 2023/2024***
APIRG/26 Conclusion 26/17	***Establishment of the FF-ICE Task Force***
APIRG/26 Conclusion 26/18	***Implementation of modern Aeronautical Fixed Service (AMHS and AIDC)***
APIRG/26 Decision 26/19	***Adoption of the Volume III of the Regional air navigation plan***
APIRG 26 Conclusion 26/20	***Amendment of the Volumes I and II of the Regional Air Navigation Plan***
APIRG/26 Conclusion 26/21	***Implementation of Space Weather***
APIRG/26 Conclusion 26/22	***Relaunch of the Peer Review Programme***
APIRG/26 Decision 26/23	***Determination of ATC capacity***
APIRG/26 Decision 26/24	***The ANS Summit***
APIRG/26 Decision 26/25	***Annual AFI Air Navigation Report***
APIRG/26 Decision 26/26	***Improvement of Safety of Airspace***
APIRG/26 Conclusion 26/27	***Support to the APIRG activities***
APIRG/26 Decision 26/28	***Review and endorsement of the APIRG Work Programme for 2023-2024***

RASG-AFI/9

RASG-AFI/9 Decision 9/01	***Election of the RASG-AFI Bureau***
RASG-AFI/9 Conclusion 9/02	***Inclusion of Systems Component Failure/Malfunction – Non-Powerplant (SCF – NP); Bird Strikes and Wildlife Hazard; Dust Haze and Large Height Deviation (LHD) in the list of High- Risk Categories of Occurrences for the RASG-AFI Region***
RASG-AFI/9 Conclusion 9/03	***Implementation of effective State Safety Programme (SSP)***
RASG-AFI/9 Decision 9/04	***Adoption of the AFI-Regional Aviation Safety Plan (AFI-RASP)***
RASG-AFI/9 Conclusion 9/05	***Conduct of a Sensitization Workshop on the AFI-RASP***
RASG-AFI/9 Conclusion 9/06	***Development of National Aviation Safety Plans (NASPs)***
RASG-AFI/9 Conclusion 9/07	***AFI RSOOs/RAIO Strategic Plan***
RASG-AFI/9 Conclusion 9/08	***Safety Intelligence to support decision-making***
RASG-AFI/9 Conclusion 9/09	***Accident Investigation Reports***
RASG-AFI/9 Decision 9/10	***Prevention of SSCs***

RASG-AFI/9 Conclusion 9/11	***Common implementation challenges identified amongst RASG-AFI members and way forward***
RASG-AFI/9 Conclusion 9/12	***Recommendations on actions or enhancements that would require consideration by the ICAO Headquarters***
RASG-AFI/9 Decision 9/13	***Approval of the Future Work Programme of the RASG-AFI and its Contributory Bodies***

PART I:

INTRODUCTION

PART I: INTRODUCTION

Place and duration

1.1. The Twenty-sixth Meeting of the AFI Planning and Implementation Regional Group (APIRG/26) and the Ninth Meeting of the AFI Regional Aviation Safety Group (RASG-AFI/9) were held from 6 to 10 November 2023 at the Convention Center in Cotonou, Benin. Two APIRG/RASG-AFI joint sessions were convened on 6 and 10 November 2023.

Attendance

1.2. The meetings were attended by 228 participants from AFI States, the ICAO Headquarters and Regional Offices, international and regional Organizations, industry and other partners and stakeholders. The list of participants is provided as **Appendix 1A** to this Report.

Officers and Secretariat

1.3. The Joint sessions of the APIRG/26 and RASG-AFI/9 meetings were co-chaired by Mr. Latta Dokisime Gnama (Togo), Chairperson of the RASG-AFI and Ms. Paule Assoumou-Koki (Cameroon), Vice-Chairperson of the APIRG.

1.4. Mr. Prosper Zo'o Minto'o, Regional Director, ICAO Western and Central African Office, and Ms. Lucy Mbugua, Regional Director, ICAO Eastern and Southern African Office served as Secretary to the meetings. They were supported by Mr. Nika Meheza Manzi, Deputy Regional Director, ICAO Western and Central African Office, with the participation of Mr. Martin Maurino, Technical Officer, Global Aviation Safety Plan, from the Air Navigation Bureau (ANB), ICAO Headquarters. The following Officers from ICAO ESAF and WACAF Regional Offices supported the meetings:

Mr. François-Xavier Salambanga	*RO/CNS, WACAF Office, Dakar*
Mr. Papa Issa Mbengue	*RO/OPS, ESAF Office, Nairobi*
Mr. Kebba Lamin Jammeh	*RO/FS, WACAF Office, Dakar*
Mr. Elisha Omuya	*RO/AGA, ESAF Office, Nairobi*
Ms. Keziah Ogutu	*RO/ATM, ESAF Office, Nairobi*
Ms. Sonia Freitas	*RO/SI, WACAF Office, Dakar*
Ms. Chinga Mazhetese	*RO/MET/ENV, ESAF Office, Nairobi*
Mr. Ilboudo Goama	*RO/MET, WACAF Office, Dakar*
Mr. Serge Guy Tchanda	*RO/ATM, WACAF Office, Dakar*
Mr. Harvey Lekamisy	*RO/CNS, ESAF Office, Nairobi*
Mr. Rene Tavarez	*RO/FS, WACAF Office, Dakar*
Mr. Fanfe Bamba	*RO/AIM, WACAF Office, Dakar*
Mr. Eyob Estifanos	*RO/AFI PLAN, ESAF Office, Nairobi*

Working Languages

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

Opening of the meeting

1.6. The opening of the Joint session of the APIRG/26 and RASG-AFI/9 took place on Monday 6 November 2023. The meeting was attended by 228 participants from AFI States, the ICAO Headquarters and Regional Offices, international and regional Organizations, industry and other partners & stakeholders. The list of the participants for the Joint session is provided in **Appendix 1A** to this Report.

1.7. During the opening session, statements were delivered by Mr. José TONATO, Minister of Transports and Sustainable Development of the Republic of Benin ; Mr. Karl Legba, Director General of the Benin Civil Aviation Authority; Mr Prosper Zo'o Minto'o, ICAO Regional Director for Western and Central Africa (WACAF) Office; Mr. Henry Okech, Director Safety and Technical Services on behalf of Ms. Adefunke Adeyemi, Secretary General of the African Civil Aviation Commission (AFCAC); and Mr. Dokisime Gnama Latta, Chairperson of RASG-AFI. In their remarks, all the guest speakers expressed their gratitude to the Authorities and people of the Republic of Benin for hosting the event and the wonderful coordination of this meeting.

1.8. Mr. Karl LEGBA, Director General of the Benin Civil Aviation Authority welcomed all the participants and thanked ICAO for choosing Benin for these important meetings.

1.9. Speaking on behalf of the AFCAC Secretary General, Mr Henry Okech, Director Safety and Technical Services of AFCAC provided the meeting with the updated list of tasks and areas that AFCAC performed since the last meeting. He highlighted the progress made on the SBAS Cost Benefit Analysis project, the revision of the Abuja Safety Targets process and the Infrastructure Gap Analysis project among others.

1.10. The Chairperson of RASG-AFI, Colonel Latta, in his statement thanked the Government of the Republic of Benin for the warm hospitality extended to delegates. He focused on the AFI region challenges in implementing the various decisions and conclusions of the two groups, and encouraged States to collaborate and share the available resources to effectively enhance their oversight and implementation capacities.

1.11. Mr. Prosper Zo'o Minto'o, Secretary of APIRG and ICAO Regional Director for the Western and Central Africa Office, welcomed the delegates and conveyed the greetings of the ICAO President of the Council and the Secretary General. He expressed sincere appreciation to the Government of the Republic of Benin for accepting to host the meeting and for the excellent arrangements made for the delegates. He also thanked the participants from States, international and regional organizations as well as industry present in the meeting.

1.12. Mr. Zo'o Minto'o outlined several achievements obtained and some challenges over the past one year, since last meeting held in November 2022 in Kigali, Rwanda. Several States significantly improved their Effective Implementation after USOAP-CMA

activities. Some progress has also been achieved in the certification of aerodromes used for international operations and the effective implementation of the State Safety Programme (SSP). Nevertheless, he reminded the meeting that the progress made should not overshadow the existing issues, including emerging SSCs, which required urgent and coordinated actions at regional level.

1.13. He also highlighted that the capacity and efficiency of air navigation in the region has been severely impacted by several unforeseen events such as industrial actions, political unrests, conflicts. States and Organizations with the support of the ICAO Regional Offices through the established APIRG procedures have however demonstrated efforts in improving the provision of air navigation infrastructure and services at the required level to sustain the aviation industry demand.

1.14. The Regional Director further informed the meeting that the 41st ICAO assembly supported the recommendation of the ICAO council that the Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan) programme to continue from 2025-2030. To conclude, he updated the meeting on the ongoing coordination and implementation of the 41st Assembly Resolution A41-27 related to aviation infrastructure gap analysis.

1.15. The meeting was officially opened by the Honourable Minister of Transports and Sustainable Development of the Republic of Benin, Mr. José TONATO, who on behalf of the Government of the Republic of Benin, welcomed the delegates to this important meeting. He also thanked the International Civil Aviation Organization (ICAO) for choosing Benin and expressed the Head of State gratitude in hosting for the first time the APIRG and RASG-AFI meetings in Cotonou. Mindful of the importance of the pivotal impact of such events on aviation safety, he called for the continuous improvement of safety performance in the region.

1.16. The Minister further emphasized the need for the meetings to discuss common implementation challenges identified among members States. He underscored that, Benin as an ICAO member State, is committed to promote the civil aviation safety and security by implementing the provisions of the Chicago Convention and its Annexes.

1.17. He concluded his address by wishing delegates a pleasant stay in Benin and successful deliberations and declared the APIRG/26 and RASG-AFI/9 Meeting officially open.

PART II:

APIRG/26 AND RASG-AFI/9 FIRST JOINT SESSION

PART II: APIRG/26 AND RASG-AFI/9 FIRST JOINT SESSION

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

1.1. The agenda and the work programme adopted by the joint session is provided in **Appendix 2A** to this Report.

AGENDA ITEM 2: REVIEW OF THE ACTION TAKEN BY THE ANC AND THE COUNCIL ON THE REPORT OF APIRG/25 & RASG-AFI/8 MEETINGS AND FOLLOW-UP OF THE APIRG/25 & RASG-AFI/8 CONCLUSIONS AND DECISIONS

2.1 Review of the action taken by the ANC and the Council on the report of APIRG/25 and RASG-AFI/8 meetings

2.1.1 The meeting was informed of the actions taken by the Air Navigation Commission (ANC) on the report of the APIRG/25 and RASG-AFI/8 meetings. The meeting was informed by the Secretariat that the Council had met the week prior to APIRG/26 and RASG-AFI/9. Therefore, their actions and decision were not yet finalized; hence not included in the review.

2.1.2 The meeting noted the need identified by the ANC to align the regional air navigation plan and regional aviation safety plan with the latest editions of the Global Air Navigation Plan (GANP) and the Global Aviation Safety Plan (GASP), as amended by the Forty-First Session of the ICAO Assembly. The meeting noted the need to finalize the Regional Aviation Safety Plan for Africa-Indian Ocean before end of 2023, to achieve the target set out in the GASP for all regions.

2.1.3 Regarding the alignment of the definition of the Africa-Indian Ocean (AFI) Region with the actual geographical area of APIRG and RASG-AFI, the meeting was informed that the ANC considered this to be an item related to Governance. It was discussed by the Committee on Governance (COG), and by the Council during its the 230th Session. The meeting was informed by the Secretariat that it expect the Council to instruct on the next steps shortly, to expedite the completion of the definition.

2.1.4 Regarding the attendance to PIRG and RASG meetings, the meeting was informed that the ANC noted, with concern, the need to ensure appropriate representation at the meetings, to include decision-makers who can progress the recommendations made by the regional groups (such as Director Generals of Civil Aviation Authorities). The ANC proposed that the use of credentials be explored by the Secretariat. The meeting noted that this item remained open, awaiting instructions from the Council, as the ANC deemed it a matter of Governance.

2.1.5 The meeting noted some of the achievements from APIRG/25, which were highlighted by the ANC, including the finalization of the regional Air Navigation Deficiencies Database; the ongoing work to update the list of Air Navigation deficiencies. The meeting noted the need for assistance to States to enhance the pace of the implementation of the Regional Air Navigation Plan requirements including Basic Building Blocks and applicable Aviation System Block Upgrades elements; and the

need for ICAO to support capacity building on cyber resilience of air navigation systems through workshops and other means.

2.1.6 The meeting noted some of the achievements from RASG-AFI/8, which were highlighted by the ANC, including an increase in the level of safety oversight, measured by the effective implementation of the eight critical elements; the resolution of Significant Safety Concerns in some States; and an increase in airport certification in the region. The meeting was informed that the ANC raised concerns regarding an increase of the accident rate for RASG-AFI in 2022; as well as a low level of State safety programme (SSP) implementation.

2.1.7 Regarding SSP, the meeting discussed the need for further assistance to enable SSP implementation. The meeting called for State-to-State cooperation, to increase SSP implementation, while waiting for the full integration of the SSP Implementation Assessment into the traditional Universal Safety Oversight Audit Programme, expected to commence in 2025.

2.2 Follow-up of the APIRG/25 & RASG-AFI/8 Conclusions and Decisions

2.2.1. The meeting was presented with the status of implementation of conclusions and decisions of the APIRG/25 & RASG-AFI/8 Joint sessions. The meeting noted that among the 4 conclusions and 1 decision stemming therefrom, 1 conclusion has been implemented while others are still in progress. The meeting urged States, AFCAC and other stakeholders to continue to collaborate and deploy more efforts to ensure swift and effective implementation of the APIRG/25 & RASG-AFI/8 joint conclusions and decisions.

AGENDA ITEM 3: APIRG AND RASG-AFI COORDINATION

3.1. Outcomes of the ARC-TF/6 Meeting

3.1.1. The meeting noted the outcomes of the ARC-TF/6 meeting and recognized the efforts of the APIRG and RASG-AFI Chairpersons and Secretaries leading to the successful coordination and reporting to the ANC and the ICAO Council.

3.1.2. The meeting also took note of the Coordination Task Force review of its Terms of Reference (TORs), including the work programme, key tasks, the composition, roles, and responsibilities and working arrangements with a view to coordinate and guide the APIRG and RASG-AFI planning and implementation activities.

3.1.3. The meeting reviewed the outcomes of the Second Forum on Regional Safety Oversight Organizations (RSOOs) for Global Aviation Safety in particular the session that focuses on AFI RSOOs, which was as held on 12 October 2023 in Nairobi, Kenya, as part of the Second Forum on Regional Safety Oversight Organizations for Global Aviation Safety. The meeting endorsed the outcomes of the Forum on RSOOs for Africa session to be presented to the RASG-AFI/9 Meetings.

3.1.4. Regarding the coordination of APIRG and RASG-AFI Annual Reporting, the meeting acknowledged the publication of the Ninth Edition of the RASG-AFI Annual Safety Report as well as the finalization of the First Edition of the Annual Air Navigation report which is ready for circulation.

3.2. **APIRG/RASG-AFI/AFI Plan Common areas and activities**

3.2.1. The meeting reviewed as proposed by the ARC-TF/6, the updated common areas between APIRG, RASG-AFI and AFI Plan. The amendments were mainly related to the introduction of Controlled Flight into Terrain (CFIT), Loss of Control In-Flight (LOC-I) and Mid-Air Collision (MAC). The Meeting therefore endorsed the updated common areas as provided in **Appendix 2B.**

US Space Activity Coordination

3.2.2. The United States Federal Aviation Administration (FAA) informed the Meeting on the required coordination to mitigate safety risks to airspace users resulting from space launch and re-entry operations. The information highlighted the significant increase of space launch and re-entry operations in recent years. Noting the impact of these operations is not limited to one country or Flight information Region (FIR), the FAA highlighted the need for coordination with various stakeholders in the identification and communication of Aircraft Hazard Areas (AHA) in the form of danger areas to affected FIRs, and the use of NOTAMs to disseminate information to airspace users.

3.2.3. The FAA presented best practices for streamlined coordination in the development of international NOTAMs and use of Aeronautical Message Handling System (AMHS) to deliver requests. They also noted the role of CANSO ATFM Data Exchange Network for the Americas (CADENA) and the guidelines developed in the Informal South Pacific Air Traffic Services Group (ISPACG) and the Informal Pacific ATC Coordinating Group (IPACG) to harmonize coordination procedures. It was noted that streamlined process has increased efficiency and reduced overall workload, while utilizing existing infrastructure at no additional cost.

3.2.4. The FAA requested the meeting to urge the States affected by the operations to offer feedback to further refine and improve the coordination process, to consider establishing a single email distribution list to assure all concerned parties are aware of impending space activities affecting the airspace and recommended that States conducting or supporting space launches consider coordination using direct email and AMHS in addition to diplomatic notifications, as well as for ICAO to include Space Coordination contact information into the current regional experts list. The meeting agreed therefore of the following:

APIRG/26 & RASG-AFI/9 Conclusion 5/01: Space Launch Activities

That to ensure adequate coordination during space launch activities,

a) States conducting, supporting space launches or affected by the launches, consider establishing a single email distribution list to ensure all concerned parties are aware of impending space activities affecting the airspace;

b) States launching or supporting the launches should establish a direct email and AMHS in addition to diplomatic notifications for coordination; and

c) ICAO to include Space Coordination contact information in the current regional experts list.

AFI RVSM Scrutiny Activities

3.2.5. The African Indian Ocean Regional Monitoring Agency (ARMA) informed the meeting of the challenges faced by the Agency in the last year in trying to gather information for the purpose of calculating the annual collision risk assessment. The meeting was informed that in previous years, two regional bodies, ATS Incident Analysis Group (AIAG) and the ICAO Tactical Action Group (TAG) carried out the role of the scrutiny groups and helped with the analysis of incidents reported in the region. Unfortunately, in the last year, the two groups had not been able to meet. The AIAG, which had been the custodian of the AFI incidents database, has since been discontinued as it was considered to have outlived its objective.

3.2.6. The meeting noted with concern that the lack of an active scrutiny group in 2023 had led to the inability of ARMA to produce the CRA 17. ARMA urged the meeting to consider establishing a new scrutiny group to replace AIAG, and the Secretariat to coordinate for an urgent scrutiny meeting to address the gap in incident analysis. The Secretariat committed to engage the concerned parties in addressing the matter. The meeting formulated the following Decision and Conclusion.

APIRG/26 & RASG-AFI/9 Decision 5/02 - AFI Airspace Scrutiny Activities

That to support the work of ARMA in the production of Collision Risk Assessment (CRA) reports, the Secretariat to coordinate as a matter of urgency a meeting between ARMA, IATA and ICAO to address the gap in incident analysis for the region.

APIRG/26 & RASG-AFI/9 Conclusion 5/03 : AFI Airspace Scrutiny Activities

That to continue providing data on incidents and accident investigation in view of enhancing safety in the region, IATA in close coordination with ICAO and all stakeholders involved, to hand over the AIAG activities to RSOOs/RAIO.

3.3. Evaluation of the Abuja Safety Performance Framework, updating of the Abuja Safety Targets and incorporation of the Air Navigation Services Targets

3.3.1. AFCAC presented the status of implementation of the Abuja Safety Targets (ASTs) and its alignment with the GASP and the GANP during the ICAO AFI Week events, held in Nairobi, Kenya, from 21 to 26 August 2023. It was decided during this meeting that AFCAC coordinates with relevant stakeholders to discuss the revised targets in preparation for the African Union Commission (AUC), Specialized Technical Committee on Transport, Transcontinental and Interregional Infrastructure, and Energy (STC-TTIITE) meeting, which was held in Tanzania from 12 to 15 September 2023.

3.3.2. The AUC STC TTIIE meeting directed AFCAC, AUC and ICAO to collaborate and finalize the process for the amendment of the Abuja Safety Targets including the associated performance framework, and to align with the ICAO GASP and GANP.

3.3.3. In October 2023, AFCAC incorporated the Abuja Safety Targets review process into the annual work program of its Expert Working Groups. The work is ongoing and will be completed by March 2024. The meeting therefore agreed on the following:

APIRG/26 & RASG-AFI/9 Conclusion 5/04 – Evaluation of the Abuja Safety Performance Framework, updating of the Abuja Safety Targets and incorporation of the Air Navigation Services Targets

That, in order to finalize the process for the amendment of the Abuja Safety Targets including the associated performance framework, and to align with the ICAO Regional Aviation Safety Plans and Air Navigation Plans, AFCAC in collaboration with ICAO and all other stakeholders to :

a) complete the Abuja Safety Targets review process and establishment of the performance framework by 31 March 2024; and

b) conduct a thorough analysis and comparison of the Abuja Safety Targets with the ICAO Regional Aviation Safety Plans to identify the similarities and differences, in order to propose the way forward for consideration by the African Ministers responsible for Civil Aviation.

3.4. Enhancement of APIRG and RASG-AFI Structure

3.4.1. Under this agenda item, the Secretariat presented the results of the work of the small group established by the APIRG/25 & RASG-AFI/8 Joint session to study the feasibility of combining APIRG and RASG-AFI into a single entity in the future, in accordance with APIRG/25 & RASG-AFI/8 Decision 4/04.

3.4.2. The study considered the organizational structure of APIRG and RASG-AFI as well as their Terms of Reference as stated in their respective Procedural Handbooks. The following principles were considered:

a) Enhance the coordination between APIRG and the RASG-AFI while avoiding duplication of efforts;

b) Keep as minimum as possible in-presence meetings of the different contributory bodies of the two Group and give priority to online sessions while ensuring a good pace of participation; and

c) Provide enough time to APIRG and RASG-AFI sub areas to deeply discuss and address their specific issues.

3.4.3. The study in addition considered the APIRG/25 & RASG-AFI/8 - Conclusion 4/03 that requested clarification on the new designation of the Air Navigation Area covered by APIRG and RASG-AFI. The study therefore proposed the merging of APIRG and RASG-AFI activities under the umbrella of *ESAF and WACAF Safety, Planning and Implementation Regional Group*.

3.4.4. Furthermore, two types of structure were proposed for consideration by the meeting. The organizational structures are attached in **Appendix 2C** to this report.

a) *Structure 1***,** including three sub-groups as follows:

- Infrastructure and Information Management Sub-Group (IIM/SG);
- Airspace and Aerodrome Operations Sub-Group (AAO/SG); and
- Safety Oversight and Management Sub-Group (SOM/SG).

b) *Structure 2***,** including the following five sub-groups:

- Information Management Sub-Group (IM/SG);
- Aerodrome Operations Planning Sub-Group (AOP/SG);
- Air Traffic Management & Search and Rescue Sub-Group (ATM-SAR/SG);
- CNS Infrastructure & Technology Sub-Group (CIT/SG); and
- Safety Oversight and Management Sub-Group (SOM/SG).

3.4.5. The meeting commended the work done by the Study Group. While many States and Organizations supported the Structure 1, the meeting tasked the Secretariat to consider additional States and stakeholders' further comments on the proposal, and develop by June 2024, a Procedural Handbook of the future body as well as the schedule of a transition period and other related arrangements. The meeting requested the Secretariat once done, to coordinate with Chairpersons for an APIRG and RASG-AFI extraordinary joint meeting to review and approve the proposals. The following Decision was formulated.

APIRG/26 & RASG-AFI/9 Decision 5/05: Enhancement of APIRG and RASG-AFI Structure

That, in order to finalize the study on the integrated approach to APIRG and RASG-AFI in combining them into one entity, the Secretariat to:

a) expedite the finalization of the study based on stakeholders' comments, including the development of the Procedural Handbook as well as the schedule of the transition period and other related arrangements by June 2024; and

b) coordinate with APIRG and RASG-AFI Chairpersons, for an extraordinary APIRG and RASG-AFI joint meeting to review and approve the proposals.

PART III:

TWENTY-SIXTH MEETING OF THE AFRICA INDIAN OCEAN PLANNING AND IMPLEMENTATION REGIONAL GROUP (APIRG/26)

PART III: TWENTY-SIXTH MEETING OF THE AFRICA INDIAN OCEAN PLANNING AND IMPLEMENTATION REGIONAL GROUP (APIRG/26)

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

1.1. The agenda adopted by the meeting is provided in **Appendix 3A** to this Report.

1.2. **Election of the Bureau**

1.2.1 The meeting recalled that the last election of the Officials of the APIRG took place during the 24th meeting of the Group, in November 2021, which is two years ago. The meeting proceeded with the election of APIRG Officials and agreed on the following Decision:

APIRG/26 Decision 26/01: Election of the Bureau

That, to guide the activities of the APIRG, the following Officials were elected:

a) Director General, Cameroon CAA, Chairperson;

b) Director General, South Africa CAA, First Vice-Chairperson; and

c) Director General, Nigeria CAA, Second Vice-Chairperson.

AGENDA ITEM 2: FOLLOW-UP ON APIRG/25 MEETING CONCLUSIONS AND DECISIONS AND REVIEW OF THE OUTCOMES OF THE APCC/8 MEETING

2.1 Review of the status of implementation of the APIRG/25 Conclusions and Decisions

2.1.1 The meeting was presented with information on the status of implementation of the APIRG/25 Conclusion and Decisions (figure 1). The meeting appreciated the 50% achievement of some of the deliverables and outcomes. Furthermore, it was noted that 48% of the deliverables were still in progress, while 2% of actions have not been started.

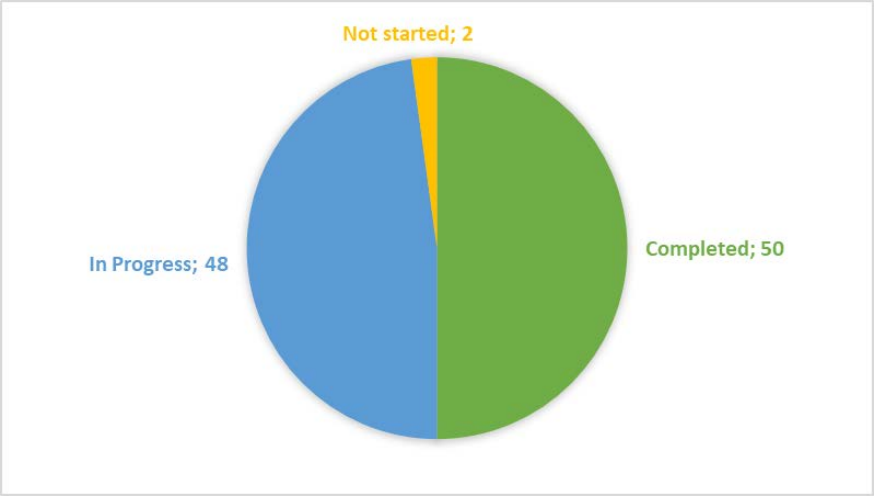


Figure 1: Status of implementation of the APIRG25 Conclusions and Decisions

2.1.2 Regarding the 'In progress' and 'Not started' Conclusions & Decisions, the meeting requested the Secretariat to expand on the analysis by providing additional information on the specific responsibilities hindering the completion of these tasks. The meeting further requested to provide in the future, reasons for the non-achievement as well as possible mitigation actions.

2.1.3 Furthermore, the meeting reviewed and proposed actions to facilitate the implementation of the APIRG Decision 25/40 on the incorporation of Research, Development and Innovation (RDI) into the APIRG Work Programme. The meeting emphasized the importance of RDI in aviation and agreed that the Task Force should continue working towards ensuring that RDI is incorporated in the APIRG activities.

2.2. Review of the outcomes of the APCC/8 Meeting

2.2.1. The meeting appreciated the outcomes of the APCC/8 meeting including its review of the reports of the AAO and the IIM Subgroups meetings. The meeting further recognized guidance provided by the APCC for the finalization of the APIRG meeting agenda and work programme as well as the related Working papers.

2.2.2. The meeting took note of the progress made by the Secretariat in developing the online ASBU data collection tool, which was under finalization. In view of the future operational use of that online ASBU data collection tool, States were requested to provide the Secretariat with the baseline data on their planning and implementation of ASBU elements. The meeting also recommended the conduct of trainings for the focal points from States and Organizations.

2.2.3. Regarding the AFI eANP, the meeting was informed on actions undertaken by the Secretariat to assist States to address issues related to the quality of data and information in Volumes I and II. States were encouraged to participate in the scheduled activities on the Regional Air Navigation Plan updating and provide amendment proposals to the eANP.

2.2.4. The meeting acknowledged the proposed actions including specific APCC meetings to discuss challenges encountered by the Subgroups in the conduct of their activities and provide more support and guidance.

2.2.5. The meeting recognized and appreciated the support provided by APCC to the Team in the finalization of the Annual Air Navigation Report. The meeting was informed on challenges encountered by the Annual Air Navigation Report Team to gather data from States and stakeholders and urged all the stakeholders to provide the information when required.

AGENDA ITEM 3: IMPLEMENTATION OF AIR NAVIGATION GOALS, TARGETS AND INDICATORS, INCLUDING THE PRIORITIES SET IN THE REGIONAL AIR NAVIGATION PLAN

3.1. Outcomes of the Sixth meeting of the APIRG Airspace and Aerodrome Operations Sub-Group (AAO/SG6)

3.1.1. The meeting was informed that the sixth Meeting of the APIRG Airspace and Aerodrome Operations Sub-group (AAO/SG6) was held in-person at the ICAO's

Western and Central African (WACAF) Office in Dakar, Senegal, from 4 to 8 September 2023. The meeting was attended by Sixty-five (65) participants from fourteen (14) States and four (4) regional/international Organizations.

3.1.2. In accordance with the APIRG Procedural Handbook, the meeting elected the Chairperson and the Vice Chairperson of the Sub-group and agreed therefore on the following Decision:

APIRG/26 Decision 26/02: Election of the Chairperson and the Vice Chairperson of the AAO/SG

That, to ensure continuity of activities of the AAO/SG,

a) Mr. Nathan Kaluba from the Republic of Zambia is elected as Chairperson of the AAO Sub-group; and

b) Mr. Sanogo Adama from the Republic of Cote d'Ivoire is elected as Vice-chairperson of AAO Sub-group.

3.1.3. The meeting was informed that the AAO/SG6 reviewed all the APIRG and RASG-AFI conclusions and decisions pertaining to the mandate of the Sub-group from APIRG/21 up to APIRG/25. 88 conclusions and decisions were identified as valid and 60 that were not valid. The meeting noted that valid conclusions and decisions were redrafted/reformulated to ensure that they are Specific, Measurable, Achievable, Realistic, and Time bound (SMART). The meeting tasked the Sub-group to address implementation gaps for the consolidated outstanding conclusions in its plans of activities.

3.1.4. The meeting was updated on the status of implementation of the APIRG/25 conclusions and decisions applicable to the AAO/SG and noted that 73% were completed, 18% were ongoing and 9% was open. The meeting called on States and Organizations to ensure successful completion of implementation of all open items.

Implementation of ASBU elements in AOP and ATM/SAR fields

3.1.5. The meeting was provided with the status of implementation of the ASBU elements applicable to the AAO/SG and noted the need for workshops to increase awareness on ASBU fundamentals. The workshops are expected to enhance implementation status which would be reflected through reporting. The meeting therefore agreed on the following decision:

APIRG/26 Decision 26/03: Increased awareness on ASBU framework

That, to enhance the status of implementation of the ASBU elements; the Secretariat to conduct at least two ASBU awareness workshops by 31st October 2024.

Aviation infrastructure gap analysis

3.1.6. The meeting was informed on the African Union (AU) and AFCAC initiative to conduct in coordination with ICAO a long-term Aviation Infrastructure gap analysis based on 25-year projection that would determine and mobilize the necessary resources and funding required to bridge the identified gaps. The meeting noted similarities between

the AFCAC report and the ongoing Subgroup AFI ATM Master Plan project, and therefore called on harmonization of the two projects for efficiency and optimum use of available resources.

Free Route Airspace Project Management Team (FRA PMT) Activities

3.1.7. The meeting was updated on the results of the AFI FRA Risk Assessment workshop conducted from 27 February to 2 March 2023. The meeting noted the need to refine the current AFI ATS routes network to connect the FRA from the upper to the lower airspace. The meeting noted the strong link that existed between FRA, Performance Based Navigation (PBN) and Civil-Military Cooperation (CMC) Projects activities. The meeting therefore formulated the following decision:

APIRG/26 Decision 26/04: Project Management Teams Coordinated Workshops

That, given the common link between PBN, FRA and Civil-Military Cooperation activities, the PMTs to coordinate the conduct of at least two joint workshops/ meetings to optimize resources and improve coordination of activities.

The AFI PBN Route Laboratory

3.1.8. The meeting was informed that the AFI PBN Route laboratory meeting held in Nairobi Kenya, from 22 to 26 May 2023, highlighted the low level of implementation of CCO/CDO in AFI States. The meeting agreed on the request of new PBN routes in ESAF and WACAF airspaces and reconstitution of the PBN PMT.

AAMP PMT Activities Report

3.1.9. The meeting was informed of an identified gap in the development of regional strategic documents. Indeed, the AAMP PMT constitution is mainly of AOP and ATM expertise and lacking representation from CNS, AIM and especially MET areas. The meeting tasked the AAO/SG Chairperson and the AAMP PMT coordinator to liaise with the IIM/SG Chairperson and project leads for the review and continuous maintenance of the AAMP strategy documents (i.e the Master Plan, AFI ATM Vision 2045 and the future Concept of Operations (CONOPS). The meeting also noted the need for review of the AFI ATM Vision 2045 for alignment with the latest Edition of the GANP and called on the PMT to incorporate this in their activities.

Civil Military Cooperation in ATM Activities

3.1.10. The meeting noted that three workshops were conducted in 2023 including two virtual and one in-person in Lusaka, Zambia from 7 to 11 August 2023. The Lusaka workshop was attended by 95 participants including fifteen (15) States, four (4) International organizations and three (3) international airlines operating in the region. The meeting agreed to invite military authorities to APIRG and its contributory bodies meetings to improve collaboration and cooperation; and agreed on civil military high-level policy board's specific Terms of Reference. The meeting formulated the following conclusions:

APIRG/26 Conclusion 26/05: Project 9 - Civil Military Cooperation/ Flexible Use of Airspace

That, to effectively support and guide the implementation of Civil Military Cooperation/ Flexible Use of Airspace in the AFI region, the Terms of Reference in Appendix 3B to this report is endorsed.

APIRG/26 Conclusion 26/06: Establishment of the Civil Military Cooperation/ Flexible

Use of Airspace project management Team

That, to effectively support and guide the implementation of Civil Military Cooperation/ Flexible Use of Airspace in the AFI region, States are urged to nominate experts to the Civil Military Cooperation/Flexible Use of Airspace Project Management Team by 31 January 2024.

3.1.11. The Democratic Republic of the Congo updated the meeting on progress made in the establishment of civil military cooperation in view of guaranteeing the safety and efficiency of air operations in the airspace over their territory. This cooperation became tangible after the signing, in 2021, of the memorandum of understanding between the ATS authority and military authorities for the coordination of activities hazardous to civil aircraft. One significant benefit of effective civil/military cooperation, collaboration and coordination is the flexible use of the restricted airspace FZR4 above flight level 245 on the ATS route UA617 which runs through the restricted area. In addition, local coordination committees and operational procedures for civil-military coordination are already in place at the country's mixed airport hubs which strengthens the effectiveness of air operations especially in search and rescue.

3.1.12. Ghana presented informed the meeting on the roadmap and the strategic steps to the formation of a Civil Military Cooperation, Collaboration, Coordination Committee, and shared its experience in civil military cooperation. It was highlighted that effective civil/military cooperation relies on an effective communication, which shall be based on close interaction and trust between civil and military stakeholders, as well as the establishment of such cooperation at the highest appropriate level. It was noted that cooperation was both informal between operational civil and military staff and formal through the establishment of the Civil/Military Cooperation Committee (CCC).

3.1.13. The meeting commended the achievements by DRC and Ghana in civil/military coordination and called on other States to leverage on the experiences shared by the two States to improve their civil/military activities.

AFI RVSM Airspace Safety

3.1.14. The meeting was concerned by the increased ATS incidents in RVSM Flight Information Centers (FIC) between borders of the AFI and MID regions. The closure of the Khartoum FIR and the Niger airspace because of civil unrest forced air traffic to avoid the two airspaces and resulted in traffic overload in the Red Sea region. Of concern was the increase of Large Height Deviation reports in the Asmara FIR due to coordination failures between Asmara ACC and the MID FIRs namely Sanaa and Jeddah ACCs. It was noted an urgent need to update the operational procedures between Asmara and the neighboring FIRs to address these deficiencies.

3.1.15. The Meeting was informed of the upcoming webinars to be conducted by ARMA on Large Height Deviations (LHD) and Performance Based Communication and Surveillance (PBCS) and encouraged all stakeholders to participate.

Mogadishu FIC/ACC Relocation and Upgrade

3.1.16. The meeting noted the successful relocation of Mogadishu ATS Unit from Nairobi to Mogadishu, the successfully upgrade from FIC to Area Control Centre (ACC) and the upgrade of the airspace of Mogadishu from Class G to Class A effective on 26 January 2023. The meeting therefore agreed that the project on the upgrade and relocation of Mogadishu FIC/ACC was concluded.

AFI ATM Contingency Plan Project Management Team (AFI CP PMT) activities report

3.1.17. The meeting was updated on the developments in the region related to contingency situations, namely the activation of the contingency plans for the airspace of Sudan, Gabon, and Niger which caused significant air traffic disruptions in and around the AFI and adjacent FIRs.

3.1.18. The lessons learnt from the activation of the Contingency Coordination Teams (CCTs) to handle the contingency situations in the year indicated that the title of AFI ATM Contingency Plan Coordination Team (AFI ATM CCT) as captured in the AFI ATM CP needs to be amended to avoid confusion with the CCTs usually activated during contingencies. Also noted were the discrepancies in some of the national contingency plans which required reviews to align the contingency routes and associated flight level allocation scheme to avoid conflict when the routes are activated.

3.1.19. The meeting reminded States and Organizations to develop National Contingency plans and share the link with the ICAO Regional Offices for publication on ICAO website.

Runway Safety Project Team

3.1.20. The meeting was informed that the Runway Safety Project team had developed the Project document and submitted for approval. The meeting noted that the Project team had proposed some activities that would enhance the Runway Safety Programmes at Airports including activities for consideration to increase the number of active Runway Safety teams in the Region. The meeting further appreciated the establishment of Runway Safety Teams at some airports in Burundi, Uganda and South Sudan.

A-CDM Project Team

3.1.21. The meeting noted the proposed criteria for implementation of Airport- Collaborative Decision Making (A-CDM) in the region. The criteria include key actions and steps for the effective implementation of A-CDM by considering traffic density at airports to determine the airports for which the implementation of ACDM is essential.

Aerodrome Certification Project Team Report

3.1.22. The meeting was updated on the progress made by the team in revising the project document to fast-track the certification of international Aerodromes in the region. Challenges affecting aerodromes certification namely, regulatory compliance, inadequate infrastructure and resources, inadequate qualified personnel and financial

constraints, were also discussed. The meeting appreciated the conduct of aerodromes certification workshops for Djibouti and Cameroon; as well as the completion of the certification processes of Sir Sereste Airport (Botswana), the Brazzaville Airport (Congo) and the Freetown Airport (Sierra Leone).

3.1.23. To enhance States' capacities in aerodrome certification, the meeting urged the ICAO Regional Offices and Regional Safety Oversight Organizations (RSOOs) to enhance their support to capacity-building programs and technical assistance activities. The meeting further urged RSOOs to promote regional cooperation and harmonization of aerodrome certification processes, including the exchange of best practices and experiences.

Training and Qualification Project Team Report

3.1.24. The meeting was informed that as of July 2023, 30 States (62.5%) and 5 Training Organizations had provided feedback to a questionnaire developed by the team to collect data. The meeting noted priorities identified and requested the project team to include them in the project document.

Membership of aerodrome operations (AOP) Project Teams

3.1.25. The meeting noted that the list of AOP project teams members was not up to date given that it included some members who had separated from their Administrations. The meeting called on States and Organizations to ensure that the project team members are replaced by suitably qualified experts to ensure the project team activities are not slowed down.

GRF implementation initiative in Burkina Faso

3.1.26. Burkina Faso reported designing ground-contact and non-contact tool to perform runway assessments and reporting of Runway Surface Conditions to implement ICAO's Global Reporting Format methodology. The meeting appreciated the innovation which was still at experimental stage and encouraged the State to pursue the initiative to a conclusion and share the experience and lessons learned from the results.

Wildlife hazard management challenges at the regional level

3.1.27. The meeting was updated on the outcome of the Regional Wildlife Hazard Management workshop held in Uganda from 26 to 27 July 2022, attended by participants from ESAF and WACAF States. The meeting was informed of the challenges faced States in establishing Wildlife hazard management programmes. This was specifically noted in the high number of States reporting 'unknowns'. To develop a strategy to address these challenges, the meeting proposed that a team of experts be tasked to carry out survey on the number, impact and frequency of the 'unknown' and propose measures to address the challenges by 31 July 2024.

CANSO initiatives

3.1.28. The meeting was informed of a CANSO ATFM Data Exchange Network for Cooperative Excellence (CADENCE) which was established for sharing of information among participating entities. The tool is currently in use in the South America region.

The meeting called on States to embrace the CANSO Mombasa Roadmap and fast-track the implementation of CDM.

SASO initiatives

3.1.29. The Southern African Development Community (SADC) Aviation Safety Organization (SASO) informed the meeting of the initiatives and activities carried out by the Organization. The activities included training of ANS inspectors, assistance missions as well as harmonization of regulations and guidance materials. The meeting also appreciated the offer by SADC to host AAO/SG activities and sponsor experts to any trainings for SADC member States.

Update of the AFI eANP

3.1.30. The meeting recalled the APIRG/24 Decision 24/30 which called for the identification of applicable ASBU elements and the finalization of AFI eANP Volume III. The meeting was informed that the Secretariat circulated the draft Volume III of the AFI eANP for feedback through a State letter dated 20 January 2023. It was also noted that relevant technical personnel do not get access to ICAO State letters, which leads to poor feedback from States and lack of participation in ICAO organized activities.

Air Navigation Deficiencies updates

3.1.31. The meeting was informed that the AANDD platform was officially launched through a webinar organized by the Secretariat on 17 May 2023. The meeting recalled the provisions of the Uniform methodology for the identification, assessment and reporting of deficiencies adopted by the ICAO Council on 30 November 2023, and called upon all implicated stakeholders to fully participate and play their roles under this methodology.

Unmanned Aircraft System (UAS) activities in WACAF States

3.1.32. The meeting was informed that a Remote Piloted Aircraft Systems (RPAS) implementation survey was conducted by ICAO in the WACAF States in 2023. Results of the survey revealed that although all States have nominated RPAS Focal Points, lack of RPAS promulgated regulations and unregulated RPAS activities in the region are yet to be addressed. The meeting thus called upon RASG-AFI to support States to expedite the development and implementation of related national regulations.

Implementation challenges of AAO/SG

3.1.33. The meeting was informed of challenges on projects' definition and drafting by project team members and requested the Secretariat to conduct a virtual webinar to raise awareness to project team members concerning the subject.

3.1.34. The meeting highlighted the lack of information on some concepts such as AFI PBCS plan and national regulatory framework template, as well as how to determine ATS Capacity.

3.1.35. The meeting called on States to proactively mitigate the Significant Safety Concerns (SSCs) in Flight procedure design and approval processes that were significantly

increasing in the region. In this regard the meeting formulated the following draft decision:

APIRG/26 Decision 26/07: Sensitization Workshops on Instrument Flight Procedures

That, to mitigate the risk of SSCs related to PANS-OPS in the region, the Secretariat conduct two sensitization workshops in 2024 aimed at increasing awareness on design and approval processes for Instrument Flight Procedures by States and Organizations.

3.1.36. Cote d'Ivoire offered to host one of the workshops in coordination with Secretariat in the spirit of sharing experiences to mitigate and or resolve PAN-OPS related SSCs in the Region. The meeting appreciated the offer made by Côte d'Ivoire and recognized the State achievements.

3.1.37. The meeting was informed that the number of signed SAR agreements is low in the region and encouraged States and regional bodies to support joint SAR agreements to optimize the available resources and harmonize SAR procedures and services. The meeting encouraged States and regional bodies to support joint SAR agreements to optimize the available resources and harmonize SAR procedures and services.

Terms of Reference of the Sub-Group and Work Programme of the Subgroup

3.1.38. The meeting was informed that the Subgroup opted to further review the Terms of Reference and later provide any observations for consideration in subsequent AAO/SG meetings. The meeting reviewed the future work Programme of the AAO/SG which included activities and meetings as presented in **Appendix 3C** and agreed on the following decision:

APIRG/26 Decision 26/08: Work Programme of the AAO/SG

That, in accordance with the Sub-group's mandate, the work programme of the AAO/SG is endorsed as shown in Appendix 3C.

Outcome of the FRA Trial Project Kick-Off Workshop

3.1.39. The meeting was informed by AFRAA of the African Aviation Industry Group (AAIG) Free Route Airspace (FRA) Trial Project kick-off Workshop conducted from 30 October to 2 November 2023 in Addis Ababa. The trials were as a follow up of the laboratory conducted in Nairobi, Kenya on 27 June to 1st July 2022 where an FRA Trial Project was identified to support the implementation of the ICAO FRA Continental Project.

3.1.40. CANSO Latin America, with the view to sharing experiences on how CADENA (CANSO AFTM Data Exchange Network for Americas) and CADENCE (CANSO AFTM Data Exchange Network for Cooperative Excellence) assisted the FRA implementation, step-by-step, in the Latin America and Caribbean Region, facilitated the Kick-off Trials.

3.1.41. The meeting was updated of how on practicing the methodology learned, the project kick-off workshop effectively coordinated with all relevant operational services and secured approvals for two trial flights on 2 November 2023, ET 935 and KQ 508

operated safely on the two User Preferred Routes (UPRs) outside the existing routes directly from Addis Ababa to Abidjan and Nairobi to Accra, respectively.

3.1.42. The meeting noted the trial kick-off workshop outcomes and formulated the following conclusion.

APIRG/26 Conclusion 26/09: User Preferred Routes (UPR) Trials to Support FRA

Implementation in the Continental AFI airspace

That, in order to support the AFI FRA implementation in the continental airspace, States, CANSO, AFRAA, IATA, and AFI ANSPs to continue to conduct UPR trials and collect critical operational data to support the AFI FRA Project implementation under the APIRG FRA PMT, using CADENA and CADENCE OIS (Operational Information System), as the information-sharing platform.

3.2. Outcome of the Sixth meeting of the APIRG Infrastructure and Information Management Sub-Group (IIM/SG6)

3.2.1 The meeting was informed that the Sixth Meeting of the APIRG Infrastructure and Information Management Sub-group (IIM/SG6) was held in-person, in Nairobi, Kenya, from 31 July to 3 August 2023. The meeting was attended by eighteen-three (83) participants from eighteen (18) ESAF and WACAF States and five (5) Organizations. Ten (10) agenda items were discussed as reflected in the Report of the Meeting available at https://www.icao.int/ESAF/Pages/IIM-SG-6.aspx

Election of the Chairperson and Vice Chairperson

3.2.2 In accordance with the provisions of the APIRG Procedural Handbook, the meeting was informed that the IIM/SG6 meeting elected the Subgroup Chair and Vice-Chair. The following decision was formulated accordingly.

APIRG/26 Decision 26/10: Election of the Chairperson and Vice-Chairperson of the IIM Sub-Group

That, to guide the implementation of the Sub-Group activities, Mr. Issoufou Abdoulaye from Niger and Ms. Nokuthula Phakathi from South Africa are respectively elected as Chairperson and Vice Chairperson of the IIM Sub-Group.

Review of Conclusions and Decisions of the IIM/SG5 Meeting and Conclusions and Decisions of APIRG/25 Meeting pertaining to the Sub-group

3.2.3 The meeting was updated on the review of the APIRG/25 and RASG-AFI/8 Conclusions and Decisions pertaining to the IIM Sub-group, noted that 38% were completed, 45% were ‘in progress’ and 17% are yet to be started. The meeting noted the challenges presented and agreed on the States’ role in ensuring that the Conclusions and Decisions are implemented. The status of implementation of APIRG/25 Conclusions and Decisions is provided at **Appendix 3D**.

Formulation of the Conclusions and Decisions of APIRG Meetings

3.2.4 The meeting was updated on the APIRG outstanding conclusions and decisions, and noted that since APIRG/23, several conclusions and decisions were still pending. In particular, the APIRG/25 meeting noted that only 50% of the conclusions and decisions of APIRG/24 had been implemented.

3.2.5 Analyzing the matter, the meeting identified some factors as contributing to the low level of implementation of Conclusions and Decisions, including the insufficient assessment of the relevance of actions, actions not clearly specified, responsible actors not clearly identified, timeline not properly set, metrics not identified, and follow-up means not specified.

3.2.6 To cope with these challenges, the meeting agreed through the following decision, on a template to improve the formulation of Conclusions and Decisions from 2024.

APIRG/26 Decision 26/11: Formulation of Conclusions and Decisions of APIRG meetings

That, to address the factors contributing to the low level of implementation of the Conclusions and Decisions formulated by the meetings of APIRG and its Contributory Bodies, the following template for the formulation of Conclusions and Decisions is endorsed.

<table>
<tr><td colspan="6">Conclusion/Decision XX: Title of the Conclusion or Decision</td></tr>
<tr><td>Why:</td><td colspan="5">Why this Conclusion or Decision is needed</td></tr>
<tr><td>What:</td><td colspan="5">What action is required</td></tr>
<tr><td>Who:</td><td colspan="5">Who is responsible for the required action (e.g. ICAO, States, Organizations, etc.)</td></tr>
<tr><td>When:</td><td colspan="5">Target date</td></tr>
<tr><td colspan="6">Implementation following-up</td></tr>
<tr><td>Follow-up required</td><td>Yes ☐
No ☐</td><td>Metrics</td><td>Metric 1:
Metric 2:
….</td><td>Means to collect data on the implementation of the conclusion /decision</td><td>Mean 1:
Mean 2:
….</td></tr>
</table>

Status of implementation of applicable ASBU elements in CNS, AIM and MET fields

3.2.7 The meeting noted data collected from States by the Regional Offices, which provided an overview of the status of implementation of the ASBU elements in the region. It was agreed that the ongoing finalization of Volume III of the e-ANP and its automation will enable Administration/Organizations to directly upload the status of implementation of ASBU elements in the tables designed for that purpose. States were encouraged to continue providing data on the implementation status of the ASBU elements as reflected in the Volume III of the eANP provided as **Appendix 3E** to this report.

3.2.8 In response to the APIRG/25 Conclusion 25/11 related to the collection of data and reporting on ASBU implementation, the meeting was informed that an online ASBU data collection tool was being developed by the Secretariat as an add on to the current platform of the Air navigation deficiencies database (AANDD) and was under finalization.

3.2.9 In view of the future operational use of that online ASBU data collection tool, the meeting requested States to provide the Secretariat with the baseline data on their planning and implementation of ASBU elements and recommended the conduct of trainings for the focal points from States and Organizations. Therefore, the following conclusion was formulated.

APIRG/26 Conclusion 26/12: Monitoring of the implementation of ASBU elements in the region

That, to provide a comprehensive and data driven analysis and visualization of the status of implementation of ASBU elements in the region,

a) States to provide the Secretariat with baseline data on the planning and implementation of ASBU elements, through their feedbacks on the draft Volume III of the eANP by 31 January 2024, for the finalization and operationalization of the online ASBU data collecting and monitoring tool; and

b) ICAO ESAF and WACAF Regional Offices to organize by 30 June 2024, familiarization seminars/webinars on the use of the online tool, for the Focal Points from States and Organization.

Implementation of ASBU elements and Achievements of APIRG IIM Projects

CNS

3.2.10 The meeting was provided with the report on the progress made by the COM Project 1 – Implementation of Ground/Ground Communication (ATS/DS, AIDC, VoIP); COM Project 3 – Implementation of Air/Ground communication (HF/VHF voice data, CPDLC); COM Project 4 – Integrated Aeronautical Telecommunication Infrastructure; COM Project 5 – Assessment of AFI navigation services Cyber resilience; Navigation Project; Surveillance project; and Spectrum Project.

3.2.11 Six (6) of the eight (8) CNS projects reported the completion of the project documentation, the project action plans, the draft of projects costing and guidance material. The two other projects are yet to develop their action plan and the projects costing.

AIM

3.2.12 The meeting was updated on the progress towards the conduct of the two new projects AIM/4 on Monitoring of Aeronautical information quality and Improvement of NOTAM and AIM/5 on Implementation of Aerodrome mapping data sets.

3.2.13 The meeting noted that challenges faced in the composition of the project's teams including the lack of expertise in the field of Flight procedure design and Aeronautical charting, which are essential for the successful implementation of Instrument flight procedure datasets and Aerodrome mapping datasets. The meeting requested the Secretariat to circulate to States and Organizations the required criteria for the nomination of Experts to both projects' teams.

MET

3.2.14 Regarding MET Project 1 on the provision of global, regional, and local meteorological products/Information, MET Project 2 on the provision of meteorological information in the ICAO Meteorological Information Exchange Model (IWXXM) format and MET Project 3 on the implementation of Annex 3 provisions relating to space weather requirements within the AFI Region, the meeting was informed of the completion of the alignment of the projects documentation with the provisions of the GANP, the development of the projects cost estimation and the collection of data on the implementation of AMET-B0 and AMET-B1 elements from States as presented in **Appendix 3F** to this report. The Project Teams also reviewed the implementation status of the ASBU MET elements, identified gaps and developed corrective action plans. MET Project 3 conducted a regional workshop on space weather requirements, which provided States with guidance to their MET forecasters on space weather advisories.

3.2.15 The meeting noted that the two new MET projects naming, MET Project 4 on Implementation of aeronautical meteorological competency standard and MET Project 5 on Mitigation of the deficiencies related to the availability of the OPMET data in the region, had just been taken over by new project team coordinators and project team members. MET Project 4 reported the completion of the development of project documents, project action plan and the project costing proposal. There was no report on the MET 5 project.

Reporting on Planning and implementation by States and Stakeholders - Implementation of AMET-B0 and AMET-B1 by ASECNA Member States

3.2.16 ASECNA presented the progress made in the implementation of the AMET-B0 and AMET-B1 elements of the ASBU in its Member States. The meeting encouraged ASECNA to continue to support States in improving the capabilities of aeronautical meteorological services in the region.

Updates of the AFI eANP

3.2.17 The meeting reminded States on the expectations to provide data in the tables included in the Volume III of the AFI eANP for each of the AOP, ATM/SAR, CNS, AIM and MET areas. The meeting was also informed of the ongoing actions undertaken by the Secretariat to assist States to solve address inconsistencies in Volumes I and II through scheduled three-sessions webinar on the Regional Air Navigation Plan updating.

Other Air Navigation initiatives

CNS

3.2.18 The meeting discussed the final ICAO Position for the International Telecommunication Union (ITU) Word Radio communication Conference 2023 (ITU WRC 23) as approved by the ICAO Council and disseminated to States in June 2023. The meeting stressed the need for ICAO to provide as usual the compatibility matrix on the Preparatory Meeting of the Conference (CMP) report by 10 November 2023, to facilitate further State discussions with their national telecommunications regulations.

AIM

3.2.19 The meeting discussed the requirement for Exchange of aeronautical data and aeronautical information in a mutually agreed form between States' AIS and identified challenges in the implementation of the said requirement including the lack of points of contact for the arrangement of reciprocal exchange among States. The meeting noted that the NCPI and AIM Focal points can serve as points of contacts for the Reciprocal exchange of Aeronautical information products and requested the Secretariat to avail the list of nominated NCPIs and Technical areas focal points to all the States. To this end, the following draft conclusion was formulated.

APIRG/26 Conclusion 26/13: Reciprocal exchange of Aeronautical information products

That, in continuation of the actions called upon by APIRG/24 Conclusion 24/22 on the nomination of National Coordinators for Planning and Implementation (NCPIs) and technical areas focal points, and to facilitate the availability of the required Aeronautical information from other States at their designated AIS office,

a) States to task their nominated NCPI and AIM focal points to coordinate with their counterparts from other States for the reciprocal exchange of Aeronautical information products as appropriate; and

b) ICAO Regional Offices to publish on their websites the list of nominated NCPIs and technical areas Focal points.

MET

Second Volcanic Ash Exercise in the AFI Region

3.2.20 The meeting was updated on the outcomes of the Second Meeting of the AFI VOLCEX Steering Group held virtually in July 2023 and noted that the 2023 volcanic ash (VA) exercise is scheduled in December 2023 under the leadership of the Democratic Republic of Congo. The meeting encouraged the DRC and all the stakeholders to expedite the preparations activities for the VA 2023 event, which should take place by the end of the year.

Upcoming changes to the World Area Forecast System (WAFS) data sets in 2023 and 2024

3.2.21 The meeting was updated on the upcoming changes to the World Area Forecast System (WAFS) data sets in 2023 and 2024 as well as the SADIS and WIFS systems that are used to deliver the data. All these changes are related to Amendment 81 to ICAO Annex 3, now due for implementation in November 2024. To continue delivering the new WAFS data sets to users effectively, an update to the SADIS system is being developed. Users and Service Providers need to be prepared to these changes to ensure a continued provision and use of meteorological information as required. The following conclusion was formulated accordingly.

APIRG/26 Conclusion 26/14: Implementation of upcoming changes in the World Area Forecast System (WAFS) data sets and introduction of SWIM compliant version of Secure Aviation Data Information Service (SADIS)

That, to prepare States and stakeholders for the implementation of upcoming amendments to Annex 3 related to changes in the WAFS data and SADIS system, the Secretariat, in coordination with the AFI WAFS Service Provider State (WAFC London), to organize awareness workshops on the changes to the WAFS data sets and the introduction of a SWIM compliant version of SADIS by 28 February 2024.

Project for the Cooperative Development of Aeronautical Meteorology in Africa-Indian Ocean Region (CODEVMET-AFI)

3.2.22 The meeting was updated on the progress made in the implementation of the Project for the Cooperative Development of Aeronautical Meteorology Services in Africa-Indian Ocean Region (CODEVMET-AFI) and noted that major activities were achieved, including the development and validation of the project implementation packages as well as the ongoing assistance to beneficiary States in implementing the project planned activities. The meeting noted implementation progress of up to 61% and encouraged States and organizations to support the project to address critical air navigation deficiencies in MET in the region.

Status of Air Navigation Deficiencies in CNS, AIM and MET fields

3.2.23 The meeting noted with satisfaction that the Secretariat organized a webinar on the management of air navigation deficiencies from 14 to 16 March 2023, which provided participants with knowledge on the process of air navigation deficiency management and the use of the AANDD platform for the identification, notification, assessment, and resolution of air navigation deficiencies. The meeting having noted that the tool is now fully operational, urged States and Organizations to embark in the effective management of air navigation deficiencies through the online platform.

3.2.24 Regarding the identification and reporting of air navigation deficiencies, the meeting noted that two (2) draft deficiencies have been reported in AIM and MET areas, and the processing is underway. The meeting encouraged States and key stakeholders to report on air navigation deficiencies through the AANDD tool.

Update of the Minimum Reporting Areas

3.2.25 The meeting noted the updating of the minimum reporting areas to align with the updated Basic Building Blocks (BBBs). The meeting formulated the following decision accordingly.

APIRG/26 Decision 26/15: Endorsement of the updated minimum reporting Areas

That, to provide a comprehensive framework for the identification, reporting and resolution of air navigation deficiencies, the updated list of minimum reporting areas provided in Appendix 3G to this report is approved.

Implementation challenges of the Sub-group

3.2.26 The meeting noted with concerns, the lack of participation of designated experts from States and Organizations and stressed the need to ensure the effective participation of their officials in project activities. The meeting also urged PTC to strengthen collaboration and coordination in the implementation of project activities.

Activities to be coordinated with the AAO/SG

3.2.27 The meeting noted that the work programme of APIRG IIM/SG for 2023/2024 as provided in **Appendix 3H** to this report requires coordination with the AAO/SG and tasked the Chairpersons of the two Subgroups to ensure such coordination.

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

3.2.28 The meeting was updated on matters related to the Terms of Reference (ToR) and the Work programme of the Subgroup. The meeting noted that the Subgroup set up a task force composed of Kenya, Nigeria, South Africa and ASECNA to review the ToR of the Subgroup. The meeting reviewed the work programme of the Sub-Group as provided in the **Appendix 3H** to this report. The following decision was formulated accordingly.

APIRG/26 Decision 26/16: Work Programme of the IIM/SG for 2023/2024

That, the Work Programme of the IIM/SG for 2023/2024 as provided in Appendix 3H is approved.

Implementation requirements of FF-ICE by South Africa

3.2.29 South Africa informed the meeting on the FF-ICE developments and requested the establishment of a project under the IIM/SG for the implementation of FF-ICE in the region. The flight and flow — information for a collaborative environment (FF-ICE) concept intends to address limitations and constraints of the current flight planning mechanism and enable the transition to a fully collaborative environment, where a flight trajectory is shared and optimized during all phases of a flight (i.e. trajectory-based operations (TBO) environment).

3.2.30 The meeting discussed the proposal and noted the low level of awareness on FF-ICE in the region that need to be addressed to better prepare the transition to FF-ICE in 2032. The following decision was formulated to that effect:

APIRG/26 Decision 26/17: Establishment of the FF-ICE Task Force

That, considering the planned regional sunset date for ICAO 2012 FPL defined as 2032, and in order to coordinate a harmonized implementation of FF-ICE in the region:

a) The AAO and IIM SG to coordinate the establishment of an FF-ICE Task Force which includes technical experts from States, ANSPs, Airspace users and other concerned international organizations by 28 February 2024; and

b) The Task Force to establish framework for the launching of FF-ICE Project and to conduct a workshop to provide awareness on FF-ICE developments to the AFI Region.

Implementation of the FF-ICE Flight Plan in the AFI Region by ASECNA

3.2.31 ASECNA provided the meeting with an update on the progress of the ICAO ATMRPP Panel regarding FF-ICE, in particular, the FF-ICE Flight Plan, which is set to replace

the FPL2012 by 2032. It was recognized the necessity to consider taking appropriate actions to prepare the region for this transition. In this regard, it was agreed to initiate discussion at the regional level to identify required actions for a smooth and harmonized transition to this change with the support of some experts from the Panel.

Implementation of the AMET B0 module

3.2.32 ASECNA updated the meeting on the status of the AMET-B0 elements. As part of the implementation of the AMET-B0/1, ASECNA reported having installed 25 AWOS systems in 25 operational Centers and Lightning information was implemented at 100% in all ASECNA sites. Regarding the AMET–B0/2 on Meteorological forecast and warning products, ASECNA reported having implemented the related facilities and services apart from the wind shear alerts whose implementation is ongoing. The AMET–B0/3 on Climatological and historical meteorological products is fully implemented while the completion of the AMET-B0/4 on the Dissemination of meteorological products is underway. The meeting recognized the efforts made by ASECNA and encouraged other stakeholders to report on the implementation activities.

AMHS Implementation Status at ASECNA

3.2.33 ASECNA informed the meeting on the progress made in the implementation of AMHS. ASECNA implemented AMHS in all its 17 Member States from 2014 to 2022. So far, 7 operational centers are equipped with virtualized systems, including terminals, while the remaining 10 centers are in the process of being replaced.

3.2.34 The meeting also noted that the migration of the encapsulated IP links of the ASECNA COM inter-centre AFTN circuits has been completed. The transition to standard IP is currently being studied. Three links with neighboring centers have been made namely, Brazzaville/Nairobi (May 2022), Dakar/Banjul (August 2022) and Brazzaville/Luanda (March 2023). The continuation of this migration with the other correspondents depends on their equipment.

3.2.35 The meeting was informed of the successful result of IOT and POT tests, the switchover of the AFTN circuits to AMHS between the different ASECNA centers. Arrangements are being made for the switchovers of the Bissau/Dakar, Moroni/Antananarivo, Moroni/Brazzaville, Abidjan/Niamey, Libreville/Dakar and Libreville links to take place before the end of 2023. The meeting after discussions formulated the following Conclusion:

APIRG/26 Conclusion 26/18: Implementation of modern Aeronautical Fixed Service (AMHS and AIDC)

That, to ensure the effective implementation of ground/ground ATN components (AMHS, AIDC…) in the AFI region, States and the industry stakeholders to:

a) Expedite in a coordinated and harmonized manner, the upgrade of the ageing satellite based aeronautical telecommunication networks;

b) Register their AMHS routing directories; and

c) Conduct proper AMHS Inter-Operability Pre-Operational Tests (POT) for the migration of bilateral circuits to AMHS and report to the AMHS Management Centre (AMC) and to APIRG.

Status of implementation of AMBEX at ASECNA

3.2.36 The meeting recalled requirements for the exchange of meteorological information according to the IWXXM model as per the provisions of Annex 3 of the Chicago Convention. The meeting was informed that the RODB Dakar, which has reached a high level of obsolescence, is being replaced for an operational exchange of OPMET data in TAC format as well as in IWXXM format from March 2024. It was also noted that all ASECNA Centers apply the provisions of the AMBEX manual, but unfortunately, some of the procedures contained in this manual are obsolete. The three (3) Ballot Collection Centers (Dakar, Brazzaville and Niamey) and certain National OPMET Centers (NOCs) of ASECNA Member States have developed capacities to convert the OPMET TAC to the IWXXM format.

3.2.37 Issues related to the unavailability of OPMET data include incorrect headers, circuit outages for extended periods of time, lack of trained personnel for message transmission, and lack of coordination. Some NOCs do not have a system for automatic switching of meteorological and aeronautical messages. Several stations required in AMBEX collectives in non-ASECNA States are still manual. As a result, the collection and transmission of ballots is irregular and often riddled with errors. In this regard, the meeting urged the Dakar and Pretoria RODB/IROG and all relevant stakeholders to implement the previous APIRG conclusions calling for coordination for smooth implementation of the IWXXM model in the region. The meeting also urged States in coordination with the Secretariat to accelerate the updating of the AMBEX manual to take into account the exchange of digital format.

3.3. AFI Airspace Monitoring

AFI RVSM airspace safety status - Height monitoring

3.3.1 The meeting noted that the region has two enhanced Generation 2 GPS-based Monitoring Units (E2GMU) managed by ARMA. The E2GMUs are based in Kenya and South Africa. To provide for uniform distribution of the Height Monitoring tool in the region, the meeting urged ARMA to consider providing extra tools for the Western and Central Africa region. The meeting urged States to ensure the accredited air operators comply with the requirement for height monitoring.

RVSM Traffic Data returns

3.3.2 The meeting noted that while RVSM data collection and submission to ARMA by the States/FIRs had previously improved, 2022 and 2023 recorded a reduction on data returns and urged the FIRs concerned to forward to ARMA the required data as soon as possible. Nine FIRs were reported to be pending in the submission of 2022 and 2023 data, namely Asmara, Dar es Salaam, Gaborone, Kinshasa, Lilongwe, Lusaka, N'Djamena, Seychelles and Windhoek.

Non-RVSM Approved Aircraft Operations

3.3.3 The meeting noted with concern that the region was still experiencing operations in the RVSM airspace by non-approved/non authorized aircrafts. ARMA highlighted the identified non-compliant aircrafts that had been published in the global bulletin as indicated in the Table below

Registration	Type	State
3CMAG	B763	Equatorial Guinea
3CTM06	IL76	
5NBOD	GLF4	Nigeria
5NCCI	E170	
5NAMM	B722	
5NCBZ	CRJ2	
5NIKO	H25B	
5YSKX	F70	Kenya
5TONE	B737	Mauritania
C5CAQ	B737	Gambia
D4BFE	E190	Cape Verde
D4CCJ	B738	
ETAWH	B738	Ethiopia
ETAWI	B738	
ETAWR	B738	
TNAFS	IL76	Congo
TTDFB	E35L	Chad
TUVAJ	B738	Cote d'Ivoire
ZSFGJ	B738	South Africa

Table 1 - RVSM non-compliant aircrafts published in the global bulletin

3.3.4 Cabo Verde (D4BFE, D4CCJ), The Gambia (C5CAQ) and Mauritania (5TONE) provided updates on the RVSM status of the aircraft under their registry. The meeting urged the remain States of registry of aircrafts in the above list, that have not done so to urgently address the concerns.

ICAO Target Level of Safety

3.3.5 The meeting noted that the Collision Risk Assessment value had improved for 2021 data (CRA 16) from 71.9 x 10^{-9} recorded by 2020 data (CRA15) to 16.6 x 10^{-9}. However, the meeting also noted that data for 2022 had not been analyzed due to non-availability of the scrutiny group and directed the Secretariat to coordinate the meeting of the scrutiny group as soon as possible to finalize the analysis.

CRA	N_{az}^{total}	TOTAL VERTICAL TLS EXCEEDED BY A FACTOR OF
CRA 16 2021	16.6×10^{-9}	**3.3**
CRA 15 2020	71.9×10^{-9}	**14**
CRA 14 2019	10.9×10^{-9}	**2.2**
CRA 13 2018	75.4×10^{-9}	**15.0**
CRA 12 2017	58.6×10^{-9}	**11.7**
CRA 11 2016	36.4×10^{-9}	**7.3**
CRA 10 2015	141.2×10^{-9}	**28.2**
CRA 9 2014	63.7×10^{-9}	**12.7**
CRA 8 2013	31.4×10^{-9}	**6.3**
CRA 7 2012	8.0×10^{-9}	**1.6**

Table 2 - Ten-year comparison of the post-implementation CRAs under AFI RVSM

Coordination failures and LHDs – Eastern Focus (Horn of Africa)

3.3.6 The meeting was informed on the coordination failure in the North Eastern part of the AFI region. The interface with MID region continued to experience high reports of Large Height Deviations (LHD). The report is mainly provided by the MIDRMA as reported from the Sanaa FIR. The figure below reflects the number of reports by month.

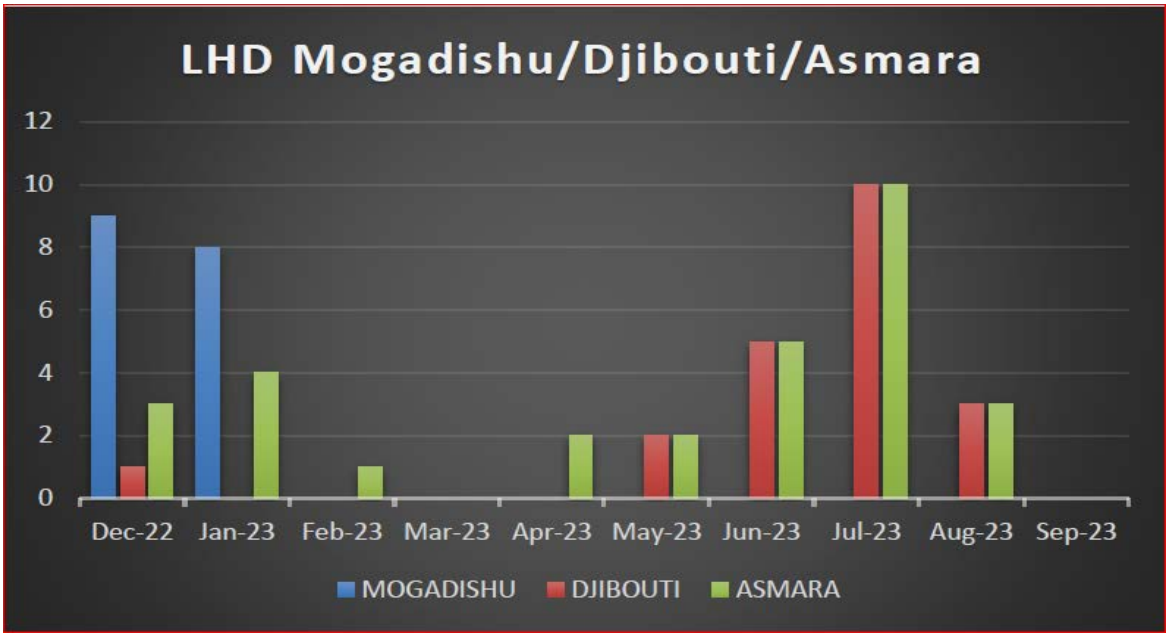


Figure 2 – Reports of Coordination failures and LHDs

3.3.7 It was further reported, that as traffic increased in this region due to the closure of the Khartoum FIR, a new Hot Spot was identified, PURAD. This Hot Spot comes as an addition to already existing Hot Spots of DEKRA and DEMGO, thus increasing the risk of mid-air collisions probabilities.

Coordination failures and LHDs – Southern Focus

3.3.8 The meeting was further informed that in addition to the reports from the Eastern focus, 39 events of coordination failure and LHD were also recorded in the southern region. The main contributing factor to these events was attributed to ATC coordination failure due to Human Factors.

Strategic Lateral Offset Procedure (SLOP)

3.3.9 As previously reported to APIRG, several States in the region continued to retain the non-SLOP implementation status. The concerned States mainly provide surveillance services. The meeting noted that there was need to provide more awareness on the provisions related to SLOP implementation especially with focus on the new developments for implementation in surveillance airspace.

3.3.10 ARMA reported that, meeting the ICAO RVSM Target Level of Safety (TLS) 5 X 10-9, remains a major challenge as the implementation of SLOP and collection of 100% RVSM data is yet to be realized in the region.

Performance Based Communication Surveillance (PBCS)

3.3.11 The meeting was informed that AFI registered operators that are PBCS approved and operate in PBCS Airspace in other region have not been able to meet the benchmark of RSP 180 Actual Surveillance Performance (ASP) ≤90sec. This has been a concern as all the reports from 2021 to May 2022 have a majority of the airframes not being able to meet this criteria, however for RCP 240 Actual Communication Performance (ACP)≤180 sec has been met continuously.

3.3.12 The meeting endorsed the ARMA recommendation, that to avoid being considered as non-compliant, the airframes that are not performing to the required PBCS standard should not continue to file PBCS identifiers.

Challenges

3.3.13 ARMA reported that over the years, the monitoring of the AFI RVSM airspace continued to face some challenges which include:

i. Full Implementation of Strategic Lateral Off-Set Procedure (SLOP) in the AFI region is still pending: five States are yet to implement SLOP in their respective flight information regions.

ii. State-level practices and procedures related to the handling of non-RVSM civil aircraft in RVSM airspace require improvement. States need to put in place mechanisms for ensuring the monitoring at state level.

iii. That States' discipline regarding RVSM approvals and traffic flow data reporting through ARMA operating procedures should be improved. Some States still have challenges submitting all the 12 months data of the assessment year.

iv. Continuous compliance with Annex 6 for Long Term Minimum Monitoring Requirements. Some States have 0% compliance while there are States like Eswatini, Senegal, Togo and Seychelles with 100% height monitoring compliance levels for all

their RVSM operating airframes which are registered in the AFI and Global RVSM Database.

v. Most States still struggle with the use of F2 form. The use of the new endorsed RVSM/PBCS form should be encouraged as only 4 out of 48 States fully utilize the new F2 forms.

vi. An updated list of RVSM Focal points remains a challenge: correct focal point for each of the 48 AFI States require to be updated and maintained.

vii. Skill/Knowledge transfer: when changes are made to the National Project Managers (old NPM to new NPM), knowledge is often not transferred.

viii. Reporting fatigue: number of reports on RVSM events have reduced. It is not necessary an indication of no events have occurred but rather the lack of a Just Culture and reporting fatigue, because of the same occurrence with no corrective/mitigating actions taken by States.

ix. Trans-regional Large Height Deviation (LHD), especially at the intersection with the MID region (Eritrea, Ethiopia, Djibouti, Somalia and Yemen) remains a major challenge.

x. As the AFI Height Monitoring processes are valid, States/CAAs and aircraft operators must comply with the applicable height monitoring requirements, many are still not doing so.

xi. Lack of Policies to guide States on how to handle RVSM and PBCS non-compliance.

Update on the African Flight Procedure Programme (AFPP)

3.3.14 The Secretariat provided an update on the African Flight Procedure Programme (AFPP). The meeting was recalled the objective of the Programme, its operating concept, the source of the income, the types of membership and the related commitments and privileges. The meeting noted that 75% of the AFI are currently members of the Programme and that new applications are expected.

3.3.15 The meeting noted that since its inception in 2014, 54 trainings and workshops were conducted for the benefit of 1032 Experts from 40 States and Organizations. The implementation status showed that 369 visual and instrument flight procedures were designed and charted for the benefit of 12 States.

3.3.16 The meeting commended the 82% implementation rate of the Performance-based navigation in the AFI region and noted that this figure is affected by many factors, including the PANS-OPS related Safety Significant Concerns. The meeting called States and Organizations to support States facing difficulties to implement PBN (Zimbabwe, Eswatini, Burundi, Sao Tome and Principe and Liberia).

3.3.17 The meeting also took note of the challenges faced by the AFI Region in the PANS-OPS domain, the opportunities offered by the AFPP for their avoidance or resolution and invited States and Organizations to make a better use of the Programme, honored their pledges and sign the new governance documents.

Status report of the SAT activities

3.3.18 The meeting was updated on the status of the SAT activities since APIRG/25. It was recalled that the SAT group was instituted by the recommendation 5/11 on AFI RAN/7 in 1997 to conduct informal meetings on the continuous improvement of Air traffic services over the South Atlantic. Its current structure, which was reorganized in 2021, includes the SAT Steering Group (SAT SG), the SAT Implementation Management Group (SAT IMG) and the SAT Safety Oversight Group (SAT SOG). Over the last two years the SAT bodies have carried out several activities within the scope of SAT terms of reference.

3.3.19 The SAT IMG held two physical meetings in November 2022 in Abidjan, Cote d'Ivoire and July 2023 in Paris, France, to identify challenges and discuss the way forward. Challenges included inter alia the inefficiency of flight operations, the lack of information on traffic characteristics along the EURSAM corridor as well as the lack of an ATM contingency plan over the south Atlantic. To address those challenges, the group took some key decisions namely the establishment of a PBCS Implementation Support Team (PBCSIS) to plan and implement the PBCS separation minima in the EURSAM Corridor, the establishment of the SAT contingency plan review project team. The meeting also undertook to harmonize the application of the Mach number technique as well as the restructuring of the status of some ATS routes along the corridor. The outcomes of the activities of SAT IMG will be presented to the SAT SG for further guidance.

3.3.20 The SAT SOG, held one physical meeting in March 2023 in Miami, United States of America. The meeting discussed challenges in safety monitoring in the SAT area. The challenges include the complexity of the SAT area which include territorial and high sea airspaces, discrepancy in safety management and efficiency between the NAT and SAT areas, lack of readily usable information on safety performance in the SAT area and the significant differences in the safety monitoring methodologies used by the RMAs involved in the area notably ARMA, CARSAMA and SATMA. The meeting drafted some key decisions to sustainably address the challenges identified, which included the establishment of three project teams namely the SAT Oceanic Error Safety Bulletin project team (SAT OESB PT), the SAT Annual Safety Report project team (SAT ASR PT), The SAT RMA's Harmonization/Standardization Project Team (SAT RMA's H/S PT). The outcomes of the activities of SAT SOG will be presented to the SAT SG for further guidance.

3.3.21 The meeting was informed that SAT SG will be held virtually on the 4th of December 2023 to comprehensively review the status of activities in the SAT area and provide further guidance for the future course of actions to be carried out by the contributory bodies.

3.3.22 The meeting noted challenges related to the conduct of online meetings of SAT bodies due to time zone constraints as well as the issue of effective coordination of activities in the SAT with other regions. The meeting called on AFI States to support the activities of the SAT through collaboration and cooperation.

3.4. Regional Air Navigation Plan

3.4.1 The meeting was presented the status of completion of the Regional Air Navigation Plan (AFI eANP) towards full compliance with the Council requirement for all PIRGs to develop their ANPs in three volumes. The meeting recalled the approval of Volume I of the Regional eANP (Doc 7474) by the President on behalf of the Council, on 19 August 2016, as well as the endorsement of the Volume II by APIRG through its Conclusion 22/20, in 2019.

3.4.2 The meeting recalled the Group's Conclusion 25/29 requesting States to review the draft Volume III of the eANP and provide the Secretariat with their feedback, for consolidation and subsequent formal approval. The said conclusion also urged States and the Secretariat to expedite the amendment of Volumes I and II to ensure their consistency and updating, as appropriate.

3.4.3 The meeting was informed that following the circulation of the draft Volume III by the Secretariat through the State letter T 17/5.1 - 0041 dated 20 January 2023 for States inputs, only three States had provided their feedback on due time. In the absence of further inputs and comments from States, the meeting agreed to approve the first version of Volume III of the eANP as provided in **Appendix 3I** to this report. The following decision was therefore formulated:

APIRG/26 Decision 26/19: Adoption of the Volume III of the Regional air navigation plan

That, to complete the Regional Air Navigation Plan in three volumes in compliance with the Council requirements for all PIRGs to develop their ANPs in three volumes, the Volume III of the AFI ANP is approved as presented in Appendix 3I to this report.

3.4.4 The meeting noted that Volume III contains some tables aiming for data collection on planning and implementation of ASBU elements in the areas of AOP, ATM/SAR, CNS, AIM and MET, as well as for monitoring the status of implementation. Moreover, the meeting was informed that the said tables were included in the online tool under finalization, for reporting on ASBU implementation. The meeting urged States to regularly report their status of planning and implementation of the applicable ASBU elements to the ICAO Regional Offices, through the online platform once finalized.

3.4.5 Regarding the amendment of Volumes I and II, the meeting was informed of the activities conducted by the Secretariat to support States in updating the three Volumes of the eANP in line with Conclusion 25/29. The meeting noted with concern the low level of participation of States in the said activities. Eighty-three (83) participants from twenty-seven (27) States attended the first session of the webinar, conducted from 2 to 3 October 2023, which familiarized them with the content of the Regional Air Navigation Plan and its amendment processes. Fifty-eight (58) participants from fifteen (15) States attended the last session held from 30 to 31 October 2023 to review States' issues to be addressed through proposals for amendments. In view of expediting the amendment of Volumes I and II, the meeting formulated to the conclusion below.

APIRG/26 Conclusion 26/20: Amendment of the Volumes I and II of the Regional air navigation plan (ANP)

That, to keep the three Volumes of the regional air navigation Plan consistent and up to date,

a) States that have not yet done so to submit their contributions to the ICAO ESAF and WACAF Regional Offices for the updating of the Volumes I and II of the ANP preferably by 28 February 2024; and

b) ICAO ESAF and WACAF Regional Offices to consolidate inputs received from States on the updating of the Volumes I and II of the eANP, as per action a) above, and initiate the proposals for amendment of the two Volumes by 30 April 2024.

Updating of ASBUs on the ICAO Electronic Portal

3.4.6 South Africa reported some challenges encountered in utilizing the electronic GANP as available on the ICAO portal to extract ASBU information to update the National ASBU Tracker. It has been noticed that since the release of the sixth edition of the GANP online, some updates were made to its content without any systematic recording of editions or amendments. The differences in numbering as well as content of the ACDM, RSEQ, and WAKE modules in 2023 compared to 2021 are good examples of such changes. Taking note of the challenges, the meeting agreed to request ICAO to implement a mechanism that will track any changes to the ASBUs available on the ICAO portal. This request is included in the recommendations on actions or enhancements that would require consideration by the ANC and the Council, under agenda item 6.

3.5. Air Navigation Deficiencies

3.5.1 The meeting was updated on the actions undertaken to improve the management of the Air Navigation deficiencies. The progress made in the operationalization of the software platform developed for the AFI Air Navigation Deficiencies Database (AANDD) was recalled to the participants as well as the Webinar on the same subject attended by two hundred forty-two three (243) participants from 36 States, AFCAC, RSOOs, ANSPs and Airlines.

3.5.2 The meeting commended the work done to operationalize the tool and noted the persistent low pace of identification, notification, management and reporting on Air Navigation Deficiencies by Administrations/Organizations through this new AANDD management platform. In this regard, the meeting requested States/Organizations that have not yet done so, to nominate their Focal points and Subject Matters Experts for the AANDD as per APIRG/25 Conclusion 25/30. The following actions were also recalled:

a) States/Organization to organize on site sensitization seminars on the use of the AANDD for their Focal Points and APIRG Subject Matters Experts;

b) Users and States are encouraged to continuously report on deficiencies as they may occur, using the AANDD management Tool; and

c) ICAO ESAF and WACAF Regional Offices to continue assisting States/Organizations as needed on the identification and management of air navigation deficiencies.

3.6. Other Air Navigation Initiatives

Establishment of NAMIC

3.6.1 Nigeria shared with the meeting its experience in establishing a specific committee named the "National APIRG Monitoring and Implementation Committee" (NAMIC) with members drawn from the Aviation industry stakeholders and the Military in Nigeria. Essentially, the Committee conducts reviews of conclusions of the APIRG and its Sub-groups meetings to identify those that concern Nigeria and bring them to the attention of the relevant aviation agency for implementation. The Committee also monitors the implementation of the conclusions to ensure adherence to international best practices.

3.6.2 The meeting commended Nigeria for this initiative and encouraged States to draw on this experience for an effective implementation of the relevant conclusions.

Monitoring of Space Weather

3.6.3 The meeting was recalled the provision of the Amendment 78 to ICAO Annex 3 – Meteorological Service for International Air Navigation requiring the provision of space weather information with applicable date as of 8 November 2018. The meeting was also informed of the successful candidates for hosting SWX centers that were announced by ICAO on the 13th of November 2018 through a State letter (AN 10/1 IND/18/9) dated the 21st of December 2018.

3.6.4 South Africa, through SANSA, is hosting the only Space Weather Regional Warning Center in Africa, which operates as part of the International Space Environment Service (ISES) to support the Global Space Weather Centers in the provision of space weather information.

3.6.5 As part of the implementation of space requirements as prescribed in Annex 3 to Chicago Convention, the meeting was updated on the role of the space weather centers that would be to monitor on a 24/7 basis the existence and extent of relevant space weather events, assess their potential impacts to the aviation industry and issue relevant warning information to Air Navigation Service Providers (ANSPs) and Operators.

3.6.6 Within the AFI Region, the ANSPs would be expected to establish facilities, procedures, and processes to process the information received from the designated space weather centers and make it available to users through flight briefing systems and other methods as agreed regionally. In this regard, there will be a need for operators and regulatory authorities to incorporate space weather in their national legislation, operational policies, and procedures.

3.6.7 To fulfill its obligation as the host of the designated space weather center, South Africa has invested in the development of the necessary facilities, capacity, and capabilities to enable it to execute its mandate and to support States in implementing the space weather

requirements through the APIRG approved regional MET Project 3 activities. The following conclusions was formulated accordingly.

APIRG/26 Conclusion 26/21: Implementation of Space Weather

That, to expedite and support the implementation of space weather information in the region, States, ANSP and airspace users to participate in workshops, training, and information sessions arranged by the Secretariat to ensure adequate awareness and understanding of space weather impacts.

ANSPs Peer-review in the AFI region

3.6.8 Under this agenda item, ASECNA and CANSO provided the meeting with a summary of the actions conducted in coordination with the Secretariat to relaunch the ANSPs Peer Review programme. The meeting noted the progress made in considering the USOAP Protocol Questions related to the Basic Building Blocs (BBBs), as well as the merging of the ICAO program manual with the CANSO Standard of Excellence (SoE) manual; and encouraged ANSPs to effectively relaunch the Peer Review exercises. The following Conclusion was formulated.

APIRG/26 Conclusion 26/22: Relaunch of the Peer Review Programme

That, in order to strengthen the Peer Review programme, States, ANSPs and CANSO with the support of the Secretariat to:

a) expedite the update of the Peer Review Manual and conduct a Peer Reviewers training by 31 February 2024; and

b) develop a plan for the conduct of Peer reviews and relaunch the activities before June 2024.

Provision of ATS in the Rwanda Upper Airspace by Kigali ACC

3.6.9 Rwanda provided updates on provision of Air Traffic Services (ATS) in the Rwanda Upper Airspace by Kigali Area Control Center, following the De-Delegation of air traffic services provision in the Rwanda Upper Airspace, to enhance safety and efficiency in the provision of air traffic services.

3.6.10 The meeting noted that following several ICAO ATM Coordination Meetings between Rwanda and the concerned States (the Republic of Burundi, The Democratic Republic of Congo, The Republic of Uganda and the United Republic of Tanzania) held under auspices of ICAO ESAF Regional Office, the United Republic of Tanzania and the Republic of Rwanda agreed that the provision of Air Traffic Services in the upper airspace of Kigali be done by Kigali Area Control Center, and that the formalities of hand-over/take-over procedures follow an agreed implementation plan between the two States.

3.6.11 Rwanda reported that following a successful signing of the handover deed by Rwanda and the United Republic of Tanzania on 16th August 2022, the Kigali Area Control Center assumed full responsibility of providing air traffic services in the upper airspace of Rwanda airspace from 1st December 2022. Rwanda expressed its appreciation to the

United Republic of Tanzania, adjacent States and ICAO for the immense support and guidance received during the process.

Disabled Aircraft Recovery Facility in Rwanda

3.6.12 Rwanda presented to the meeting an update on operational and safety related activities regarding the continuity of operations at airports in the event of an accident or incident on the runway. Rwanda highlighted that there are instances in which Airports are closed for long hours and sometimes days before a disabled aircraft is removed from the runway. Runway closures for such long periods create serious operational challenges with substantial financial loss to airports. Rwanda informed the meeting that they had acquired disabled aircraft recovery equipment, which can be shared by States in the Region under an agreed framework. The meeting commended Rwanda for the action taken and encouraged other States and airport operators to collaborate in sharing available facilities and services in the region.

Rubber Removal Facilitation in Rwanda

3.6.13 Rwanda updated the meeting on the runway preventive maintenance activities related to the contaminants. It was recalled that rubber deposit on the runway, may cause runway excursions and or major accidents. The meeting was informed that Rwanda had acquired a rubber removal equipment which can be utilized by other States and Aerodrome operators under an agreed framework. The meeting commended Rwanda for its proactiveness and called on other States to take advantage on the Rwanda's experience.

CANSO Mombasa ATFM Roadmap Implementation Status

3.6.14 The meeting was updated on the status of implementation of the CANSO Mombasa ATFM Roadmap. It was also noted that while Annex 11 indicated that ATFM will be implemented in airspaces where "Demand exceeds Capacity", the fluctuation in demand for air transport, political challenges, inclement weather patterns, industrial actions by ATS personnel and the rise of new airspace users in Africa, ATFM procedures are essential for ensuring safety, capacity, and efficiency performance, while reducing impact on the environment.

3.6.15 The meeting noted that ATFM procedures are expected to play a pivotal role during Contingencies. The presentation highlighted that while there's a lot of expected benefits on implementing ATFM, the challenge that the AFI region face is lack of declared Capacity in many of the airspaces. The meeting was reminded that determination of ATC capacity forms part of the requirements in the USOAP CMA protocol questions (PQs).

3.6.16 The meeting further noted that to standardize the implementation of ATFM and to ensure adherence to the CANSO Mombasa ATFM Roadmap, it is important to enhance awareness on ATFM implementation and ensure alignment to avoid duplication of efforts. The meeting therefore encouraged States to participate in ATFM procedures, at different levels, in accordance with their airspace capacities, even when they do not have a challenge of demand exceeding capacity. The Meeting therefore formulated the following conclusion:

Draft APIRG/26 Conclusion 26/23: Determination of ATC capacity

That, to ensure the effective implementation of ATFM in the AFI region, ICAO, in coordination with CANSO, ANSPs and IATA, to conduct at least two workshops on the methodology for the determination of ATC capacity and best practices, by 31st October 2024.

IATA Focus Africa – ATFM Project

3.6.17 The meeting was presented with the outcome of IATA's Focus Africa Conference held in June 2023 in Addis Ababa, Ethiopia, which launched the continent-wide initiative. The meeting was informed that one of the focus areas at the conference was Air Traffic Flow Management (ATFM). The conference adopted a collaborative approach to ATFM implementation in AFI Region by pooling together resources from across the aviation value chain.

3.6.18 Noting that the CANSO Mombasa Air Traffic Flow Management (ATFM) Roadmap developed in 2018 has a clear action plan and needs to be implemented to maturity, IATA committed to support the successful implementation of ATFM in the AFI Region in line with the actions work plan discussed and agreed at the Focus Africa conference.

3.6.19 The meeting was informed that IATA Focus Africa will support CANSO in implementation of A-CDM and CDM as a necessary component in the implementation of ATFM. In doing this Focus Africa ATFM Project proposed a five-phase approach,

Phase 1: Initiation planning, Definitions & Campaign overview i.e., goals and objective setting, work plan, resource planning, alignment and identifying teams, stakeholders, engagement structures & process etc.

Phase 2: Stakeholder engagement & on-boarding i.e., adoption of CANSO Mombasa Roadmap timelines, discussions, and reviews.

Phase 3: Gap analysis i.e., surveys, studies, needs assessment, required systems, procedures, processes and infrastructure, data analysis etc.

Phase 4: Project launch and implementation. Re-launch implementations program based on CANSO revised roadmap.

Phase 5: Continuous reviews and improvements, implementation monitoring and control i.e., performance reviews, evaluation and assessments, adjustments, risk management etc.

Phase 6: Program/project closure and handover to Business as Usual (BaU)

AFI ANS Summit

3.6.20 The meeting was reminded of APIRG decisions and conclusions calling for development of a roadmap for implementation of seamless air traffic management in Africa through a collaborative approach involving key aviation strategic stakeholders in consultation with users. This is in relation to APIRG Conclusion 25/09, which called upon the Secretariat to coordinate with key stakeholders for conducting an AFI ATM (ANS) Summit by 2024.

3.6.21 The meeting noted the request for consolidation of all the initiatives by the various organizations, in delivering a Seamless Africa Sky under one single ICAO driven APIRG mechanism and called on the stakeholders to commit both financial and human resources and actively participate in the preparations for the Summit.

3.6.22 The meeting was requested to establish a Steering Committee (SC) or Round Table Team (RTT) consisting of, but not limited to ICAO, IATA, CANSO, AFRAA, AFCAC, ATNS, ASECNA, IFATCA, IFALPA, RECs and AUC that will ensure the delivery of a successful AFI ANS Summit and the AFI ANS Master Strategy.

3.6.23 The meeting noted the request to adopt the project approach in the delivery of the Summit, however recalled that several similar initiatives were already in progress and the need to coordinate the activities of the Summit and those of the existing ones. The meeting tasked the Secretariat to coordinate the establishment of a small task force, which will develop the roadmap for the delivery of the Summit. The following decision was therefore agreed.

APIRG/26 Decision 26/24: The ANS Summit

That, in order to effectively coordinate the hosting of the ANS Summit in accordance to APIRG Conclusion 25/09, the Secretariat establishes an ANS SUMMIT Taskforce made up of members from the States, ANSPs, Industry and ICAO to develop the implementation roadmap.

IATA Focus Africa U-Talk 2035 Project

3.6.24 Under this agenda item, IATA provided the meeting with the outcome of the Focus Africa Conference held from 20 to 21 June 2023 in Addis Ababa, Ethiopia. It was reported that the Conference officially launch the Focus Africa Air-Ground U Talk 2035 communication improvements initiative, a collaborative project, aiming at pooling together resources from across the aviation value chain, to urgently address key challenges hindering the advancement of aviation across Africa.

3.6.25 It was noted that inadequate air-ground communication system in Africa has significant impact on safety and efficiency of flight operations (e.g., infringements in required separation standards, AIRPROX, TCAS events, other ATS incidents and even accidents) and ineffectively air-ground communication networks may contribute to flight profile unoptimized flight levels due to inability of effective Pilot-Controller communication, hence high fuel burn and CO2 emissions.

3.6.26 Considering these deficiencies in air-ground communication identified as key challenges, which are critical for safety performance, efficiency, and sustainability of aviation in the region, it was proposed an ambitious project approach (U-Talk 2035), which will ensure an entire coverage of the airspace by air ground communication in the region by 2035.

3.6.27 The meeting commended the initiative brought by IATA and encouraged that the initiative of U-Talk 2035 takes benefit of the APIRG COM Project 3-Implementation of Air/Ground communication (HF/VHF voice data, CPDLC) developed by the APIRG Infrastructure and Information Sub-Group (IIM/SG) to successfully address air ground communications challenges.

3.6.28 The meeting also encouraged that the initiative takes into consideration the outcome of the Air Navigation Infrastructure Gap Analysis currently being conducted to be considered by the AFI ANS Summit.

Assignment of 24 Bits Addresses and II Codes for SSR Mode S

3.6.29 Under this agenda item the Secretariat recalled the ICAO relevant provisions for the assignment of aircraft 24-bit addresses as well as the regional procedure set up for the assignment by the ICAO Regional Offices, of Interrogator Identification Codes (II Codes) for the operation of Secondary Surveillance Radar Mode S.

3.6.30 The meeting was provided with the outcome of the regional workshop on the assignment of 24-bits addresses and Interrogator Identification (II) Codes for Secondary Surveillance Radar Mode S operation organized by ICAO, in Accra from 24 to 27 October 2023, at the kind invitation of the Ghana Civil Aviation Authority (GCAA).

3.6.31 The meeting commended the event and encouraged Administrations to develop/Update a National Plan for 24 bits addresses assignment consisting of a table with clear identification of aircraft in the States including commercial, Air Forces, State and general aviation aircrafts, as well as any other vehicles that can be subject to identification to ensure aviation safety and security.

3.6.32 Administrations/Organizations were encouraged, when implementing SSR Mode S stations, to refrain to assign themselves Interrogator Identifier Codes (II Codes) but follow the regional procedure set forth by APIRG/20 Conclusion 20/27 on the Assignment of SSR Mode S interrogator identifier (II) Codes as well as APIRG/20 Decision 20/28 related to the Adoption of the AFI II Code assignment criteria and the AFI II codes assignment manual, to ensure a safe and efficient provision of aeronautical surveillance service through a full SSR Mode S operation .

Progress of Cabo Verde projects

3.6.33 Cabo Verde presented an information paper on the progress achieved in projects in accordance with the GANP as well as Global safety initiatives. It was reported that in 2019, the ANSP developed an Operational Master Plan based on a prioritization of benefits in terms of key performance areas such as Safety, Security, environmental Impact, Cost effectiveness, Capacity, Flight efficiency, Flexibility, and Interoperability. The ANSP Master Plan aggregates a concept of operations, strategic initiatives, and key priorities according to the State's needs. A series of projects were developed under the plan such as:

- Projects fully implemented: Certification of ATS, CNS and AIS; the Modernization of the ATM system; the implementation of PBN procedures at four international airports (including CCO/CDO); the implementation of ADS-B which will be ready for operationalization after the development of procedure based.
- Ongoing projects: Implementation of AIDC with Dakar and Santa Maria; PBCS implementation; Free Route Airspace (FRA); Transition from AIS to AIM.

3.6.34 The meeting commended Cabo Verde for the work done in improving its air navigation services and infrastructure and encouraged other States to follow the example through the development of their ANS Master plan to better guide their implementation projects

3.7. Annual Air Navigation Report

3.7.1 The meeting noted that the First Edition of the AFI Annual Air Navigation Report was completed and ready for publication. The meeting further noted the challenges encountered in the production of the Report and urged States, ANSPs and organizations contributing to the report to provide information that is easy to format and upload in the report.

3.7.2 The meeting also urged all the States to support the production of the report by contributing towards it and use the report to celebrate the achievements of the region. Noting that some of the information in the first edition may be outdated, the meeting requested the contributors to update the information before the final production of the report. The meeting adopted the First Edition of the AFI Air Navigation Report as provided in **Appendix 3J** and formulated therefore the following Decision:

APIRG/26 Decision 26/25: Annual AFI Air Navigation Report

That, the First Edition of the AFI Air Navigation report in endorsed. The Secretariat to ensure its dissemination by 31 December 2023.

AGENDA ITEM 4: ITEMS FOR COORDINATION WITH THE RASG-AFI

4.1. The meeting discussed APIRG related items to be coordinated with the RASG-AFI as follows.

4.2. The meeting recalled the recent closure of State borders in Gabon, Niger, and Sudan exacerbated safety issues in AFI airspace. There has been an increase of pressure on Air traffic Management because of traffic deviations from planned trajectories raising the reports of non-adherence to separation standards and airspace approval procedures in accordance to Annex 11 requirements. The meeting highlighted the need for continuous monitoring and sensitization of Airspace users on need to adhere to separation requirements.

4.3. The ARMA monitors and reports aircraft/operator compliance with ICAO Annex 6 requirements with specific emphasis on associated safety issues were also discussed. ARMA relies on States to provide data on RVSM approvals. The Red Sea region is an area that has had a history of Large High Deviation (LHD) as well as cases of Aircraft operating within the RVSM airspace without the necessary approvals. Coordination with RASG -AFI is essential to achieve this objective.

4.4. The meeting recalled the requirements for APIRG/23 Decision 23/06 to establish a PBCS implementation team, which is yet to be implemented. The PBCS implementation require aircraft approvals which falls under the responsibility of RASG-AFI. The meeting therefore called for RASG-AFI to expedite an awareness programme on PBCS to States to enable effective implementation in the region.

4.5. A recent survey carried out in the WACAF region noted with concern that there was an increase in operation of Unmanned Aircraft System (UAS) activities in the AFI Region. There are more cases of UAS operating without established States' regulatory frameworks. The meeting recommended RASG-AFI to support States in expediting the

development and implementation of national UAS regulations. The meeting therefore formulated the following conclusion.

APIRG/26 Decision 26/26: Improvement of Safety of Airspace

That, to improve the safety in the airspace, the RASG-AFI and its contributory bodies to:

a) continuously support ARMA on monitoring activities related to RVSM approvals;

b) conduct an awareness programme on PBCS to States; and

c) assist States in the development and implementation of UAS regulations.

AGENDA ITEM 5: COMMON IMPLEMENTATION CHALLENGES IDENTIFIED AMONGST APIRG MEMBERS AND WAY FORWARD

5.1 The meeting recalled the low level of implementation of ASBU elements in the region and noted that the lack of training, workshops as well as tools and guidance manuals are part of challenges experienced States. The meeting recommended more specific workshops to support States in their efforts.

5.2 The meeting noted with concerns the lack of participation of designated experts from States and Organizations and urged States/Organizations to ensure the effective participation of their officials in the APIRG and its contributory bodies activities. Project Team Coordinators should also strengthen collaboration and coordination in the implementation of project activities.

5.3 Regarding Airspace Operations, the meeting highlighted the lack of information on some concepts such as AFI PBCS plan and national regulatory framework template, as well as how to determine ATS Capacity.

5.4 The meeting noted the increase of Significant Safety Concerns (SSCs), especially in PANS-OPS, the causes being related to the lack of awareness for Instrument Flight Procedures promulgation and approval process, as well as the calibration of Navaids.

5.5 The meeting noted that the status of signed Search and Rescue (SAR) agreements between States was reported to be the lowest in all SAR implementation elements in the region. States and Regional organizations including RECs were encouraged to support joint SAR agreements to optimize the available resources and harmonize SAR procedures and services.

5.6 Some States pointed out the current GANP digital format on the ICAO website, which is not practical for their use (some experiencing internet connectivity), and its availability in all ICAO languages such as French which is the official language of half of the AFI States. These factors, which had so far negatively impacted the effective implementation of the ASBU elements in the AFI region need to be addressed.

5.7 States reported challenges encountered in utilizing the electronic GANP as available on the ICAO portal to extract ASBU information to update the National ASBU Tracker. It has been noticed that since the release of the sixth edition of the GANP online, some updates were made to its content without any systematic recording of editions or

amendments. The differences in numbering as well as content of the ACDM, RSEQ, and WAKE modules in 2023 compared to 2021 are good examples of such changes. Taking note of the challenges, the meeting agreed to request ICAO to implement a mechanism that will track any changes to the ASBUs available on the ICAO portal.

5.8 The meeting requested ICAO to continue to coordinate with all the Partners to avail more specific workshops and trainings as well as tools to support the implementation activities and overcome some of the above-mentioned challenges.

5.9 States and Organizations are called upon to increase their support to APIRG related activities through tangible actions including active participation of their experts to all APIRG related activities as well as the commitment in implementing SARPs and APIRG Conclusions and Decisions.

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

6.1. Under this agenda item, the meeting identified recommendations on actions or enhancements that would require consideration by the ANC and Council

6.2. In line with the above, the meeting identified the below items which may require effective support from the ICAO Headquarters :

- Support to capacity building on cyber resilience of air navigation systems through webinars/workshops/seminars;
- Development of additional guidance material and tools to assist States and the industry in the implementation of the ASBU elements;
- Conduct of specific workshops on the ASBU elements to support States and industry efforts in the implementation activities;
- Support the region by identification of experts from other regions who can support in terms of training and sharing of best practices on Civil/Military Cooperation matters;
- Call on States to nominate and encourage suitable qualified experts to participate in ICAO panels and working groups when required; and
- Implement a mechanism that will track any changes to the ASBU's available on the ICAO portal including a notification to States either through State Letter or alternative means. A proposed mechanism for tracking of changes made to the ASBUs on the ICAO Portal should include a "change annotation bar" on the information that has changed.

6.3. The following Conclusion was therefore formulated:

APIRG/26 Conclusion 26/27: Support to APIRG activities

That, to assist in resolving challenges identified in the region, ICAO in coordination with the industry within the framework of the APIRG mechanism to:

a) Support the capacity building on cyber resilience of air navigation systems through webinars/workshops/seminars;

b) Development of additional guidance material and tools to assist States and the industry in the implementation of the ASBU elements;

c) Conduct of specific workshops on the ASBU elements to support States and industry efforts in the implementation activities;

d) Support the region by identification of experts from other regions who can support in terms of training and sharing of best practices on Civil/Military Cooperation matters;

e) Call on States to nominate and encourage suitable qualified experts to participate in ICAO panels and working groups when required; and

f) Implement a mechanism that will track any changes to the ASBU's available on the ICAO portal including a notification to States either through State Letter or alternative means.

AGENDA ITEM 7: REVIEW AND UPDATE OF THE WORK PROGRAMME OF APIRG AND ITS CONTRIBUTORY BODIES

7.1. Under this agenda item the Secretariat presented the draft future work program of APIRG and its contributory bodies, which has been approved by the meeting. The following Decision was formulated:

APIRG/26 Decision 26/28: Review and endorsement of the APIRG Work Programme for 2023-2024

That, the Work Programme including activities for 2023-2024 for APIRG and its Contributory Bodies is endorsed as provided in Appendix 3K to this Report.

AGENDA ITEM 8: ANY OTHER BUSINESS

8.1. There was no business discussed under this Agenda item.

PART IV:

NINTH MEETING OF THE REGIONAL AVIATION SAFETY GROUP FOR AFI REGION

(RASG-AFI/9)

PART IV: NINTH MEETING OF THE REGIONAL AVIATION SAFETY GROUP FOR AFI REGION (RASG-AFI/9)

AGENDA ITEM 1: ADOPTION OF THE AGENDA AND WORK PROGRAMME

1.1. The RASG-AFI/9 meeting was chaired by Col. Latta Dokisime Gnama (Togo), Chairperson of the RASG-AFI. Ms. Lucy Mbugua, Regional Director, ICAO Eastern and Southern African Office served as Secretary to the meeting, assisted by Mr. Prosper Zo'o Minto'o, Regional Director, ICAO Western and Central African Office.

1.2. The meeting adopted its Agenda and Work Programme as indicated in **Appendix 4A** to this Report.

AGENDA ITEM 2: ELECTION OF THE RASG-AFI BUREAU

2.1. The Chairperson of RASG-AFI, Col. Latta Dokisime Gnama, presided over deliberations of this agenda item. Since the tenure of office of the current RASG-AFI Bureau would elapse in November 2023, the meeting elected members of the new Bureau (comprising the Chairperson and three Vice-Chairpersons), who will steer the affairs of the Group until the end of their tenure in 2025.

2.2. The meeting recognized the achievements of the Group and thanked the outgoing members of the Bureau for the leadership demonstrated during their tenure. The meeting formulated the following Decision:

RASG-AFI/9 Decision 9/01 - Election of the RASG-AFI Bureau

That, to guide the activities of the RASG-AFI, the following Officials were elected:

- **Director General, Uganda CAA Chairperson;**
- **Director General, Senegal CAA, First Vice-Chairperson;**
- **Director General, Benin CAA, Second Vice-Chairperson; and**
- **The Assistant Director, Safety Programmes, Africa and Middle East, IATA, Third Vice- Chairperson.**

AGENDA ITEM 3: REVIEW OF THE RASC/9 MEETING OUTCOMES AND THE STATUS OF IMPLEMENTATION OF RASG-AFI/8 CONCLUSIONS AND DECISIONS

3.1. Status of implementation of RASG-AFI/8 Conclusions and Decisions

3.1.1. The meeting was presented with the status of the implementation of conclusions and decisions of the RASG-AFI/8 meeting held on 10 November 2022, which drew 18 conclusions and 3 decisions. In this respect, implementation has not yet started for 3 conclusions and 1 decision. The meeting took note of progress made in the implementation of conclusions and decisions and requested to define implementation timelines.

3.2. Review of the outcomes of the RASC/9 Meeting

3.2.1. The Meeting was informed that the Ninth Meeting of the RASG-AFI Steering Committee (RASC/9) was held virtually on 18 October 2023, attended by 43 participants from the membership of the RASC and other stakeholders. The meeting was chaired by Mr. Silas Udahemuka, Director General, CAA Rwanda and First Vice-Chairperson of RASG-AFI. He was supported by the Chairperson of RASG-AFI, Col. Dokisime Gnama Latta. Ms. Lucy Mbugua, the ICAO Regional Director for ESAF, acted as Secretary of the RASC/9 meeting assisted by Mr. Prosper Zo'o Minto'o, the ICAO Regional Director for WACAF, and Regional Officers from ICAO ESAF and WACAF Offices.

Production and publication of the 9th Edition of the RASG- AFI Annual Safety Report

3.2.2. The meeting discussed recommendations made by the Annual Safety Report Team (ASRT) and noted concerns such as the lack of investigation, reporting, or provision of at least preliminary reports of aviation occurrences, as well as lack of acknowledgement of such occurrences by some States. In addition, the System Component Failure/Malfunction – Non-Powerplant (SCF – NP) recurrence over the years prompted a recommendation to add this phenomenon to the list of High-Risk Category of occurrences for the region. The following conclusions was therefore formulated:

RASG-AFI/9 – Conclusion 9/02: Inclusion of Systems Component Failure/Malfunction – Non-Powerplant (SCF – NP); Bird Strikes and Wildlife Hazard; Dust Haze and Large Height Deviation (LHD) in the list of High- Risk Categories of Occurrences for the RASG-AFI Region

That, with the recurrence in the region over the years, the following phenomena be added to the list of High-Risk Category of occurrences for the RASG-AFI Region (R-HRC):

a) System Component Failure/Malfunction – Non-Powerplant (SCF – NP);

b) Bird Strikes and Wildlife Hazard;

c) Dust Haze; and

d) Large Height Deviation (LHD).

3.2.3. The meeting also noted the ASRT recommendation to migrate the Abuja Safety and Air Navigation Targets to the AFI-RASP. This will avoid duplication of regional plans and efforts.

AGENDA ITEM 4: STATUS OF IMPLEMENTATION OF THE GASP SAFETY GOALS, TARGETS AND INDICATORS INCLUDING THE PRIORITIES SET FOR THE REGIONAL SAFETY PLAN.

4.1. Reports on the Activities of RASG-AFI and its Contributory Bodies

4.1.1. The Meeting was presented the status of implementation of the RASG-AFI Safety Support Teams (SSTs) complementary initiatives and activities to address safety challenges and improve safety performance.

4.1.2. The meeting noted actions taken to resolve or mitigate the current 5 Significant Safety Concerns (SSCs) in ANS related to the non-calibration of NAVAIDS and the lack of instrument flight procedures oversight. The meeting recognized the role of the ICAO Regional Offices in coordinating and supporting the RASG-AFI activities and encouraged States to allocate the required resources for the achievement of global and regional objectives.

AFI Plan projects

4.1.3. The meeting noted the progress made through the different projects of the AFI Plan and key activities presented as follow:

Aerodrome certification project

4.1.4. The Project assisted States in the Certification of Aerodromes in Botswana/Gaborone, Sierra Leone/Freetown and Congo/Brazzaville. Workshops were also conducted under the project for Djibouti and Cameroon. Botswana, Congo and Sierra Leone had certified their airports, thereby increasing the rate of aerodromes certification for the region from 32.6% to 42.1%.

4.1.5. The meeting noted factors affecting the aerodromes certification, namely inadequate Airport infrastructure equipment maintenance, unavailability of experts, lack of high-level support and commitment from airports operators.

Certification of Entebbe International Airport

4.1.6. Uganda shared with the meeting its experience on aerodrome certification as well as challenges and how they were addressed. The Aerodrome re-certification process of Entebbe International Airport was initiated in 2015, following ICAO validation mission in which it was observed that the previous certification process did not follow the five phase certification process. The aerodrome certification process was concluded in August 2023, after the aerodrome met the regulatory requirements for issuance of an aerodrome certificate.

4.1.7. Uganda raised several challenges encountered and actions undertaken to address them including SMS implementation by the aerodrome operator. The meeting commended Uganda and encouraged other States to follow the example.

Fundamentals of Safety Oversight (FSO) project

4.1.8. The project has assisted 12 States with the effective implementation (EI) of the Critical Elements (CEs) of a State safety oversight system of 50% or below, as well as States that have not yet been audited under USOAP to enhance their safety oversight capability with particular emphasis on the implementation of CE1 through CE5. These States comprised Burundi, Central African Republic, Comoros, Djibouti, Eritrea, Guinea, Guinea-Bissau, Lesotho, Liberia, Sao Tome and Principe, Seychelles, Eswatini, South Sudan and Somalia. However, due to few opportunities for States to receive USOAP CMA validation activities, limited progress has been achieved by States in increasing their EI scores (an average increase from 20.47% to 30.1%).

African Air Navigation Service Providers (ANSPs) Peer Review Programme

4.1.9. The activities of the Pogramme have been impacted by the COVID-19 pandemic. Since the ANSPs meeting in Lomé, Togo, 28 March – 1st April 2022, ICAO and CANSO have been working closely to relaunch the Peer Review activities. It was agreed that the CANSO-led committee, composed of ANSPs, reviews the Peer Review Manual in a view to update it .

4.1.10. In this regard the Review Questionnaire was revised in accordance with the new USOAP CMA Protocol Questions 2020. ICAO received the new Review Questionnaire and proposed to limit and match it with the USOAP Protocol Questions related to the Basic Building Blocks (BBBs) concept. In doing so it is expected to better tailor the Peer Review to focus on implementation, operation, maintenance, and monitoring of the Air Navigation Services instead of auditing the system. The new questionnaire is now ready, and a training of assessors is planned for December 2023 to be followed by the relaunch of the activities in early 2024.

Aeronautical Information Management (AIM) Result Based Implementation Support (RBIS) for AFI States

4.1.11. The project was revised by the twenty-sixth meeting of the AFI Plan Steering Committee, to extend its benefit to all the AFI States willing to receive assistance. In the framework of the AIM RBIS project Go-team activities, Guinea, Liberia, and Sierra Leone received in September 2023, an assistance for the regulation and oversight of Quality Management System (QMS) applied to Aeronautical Information Management (AIM). A second Go-team mission is scheduled in November 2023 to assist the three States in regulating the implementation of Aeronautical Information Exchange Model (AIXM), electronic Aeronautical Information Publication (eAIP) and Terrain and Obstacle Data (TOD).

Capacity building

4.1.12. The meeting noted the various initiatives, programmes and plans in the region, and the need to provide priority to the development of a comprehensive database on aviation professionals related to ICAO's Strategic Objectives, as well as to develop a gap analysis and develop a forecast of the needs of the aviation professional required to provide support to aviation sector in Africa.

4.1.13. Accordingly, the AFI Plan engaged a consultant and conducted a professional capacity building study on the two Key ICAO Strategic Objectives, naming Safety and Air Navigation Capacity and Efficiency. The study was conducted and validated in a workshop held from 14 to 15 June 2023. The study report is available on the ICAO website: https://www.icao.int/WACAF/Pages/AviationProfessionalCVW.aspx.

4.1.14. To complete the activities related to the study, a database system is being procured. The system will allow the tracking of aviation professionals in the States and of the capacity of ATOs in the AFI region.

Training for 33 Least Developing Countries (LDCs) In Africa

4.1.15. The meeting was also informed that the Plan provided various safety related training to 33 LDCs in the AFI region. However, 5 States couldn't benefit from the project as planned mainly due to lack of access to reliable internet. Consultation is going on with the Global Aviation Training Section (ICAO GAT) to finalize the online training for the remaining 5 States (Comoros Eritrea, South Sudan, DRC, and Liberia).

ROST assistance

4.1.16. As of end of October 2023 the ESAF and WACAF Regional Offices conducted remote and on-site assistance activities to Benin, Burundi, Guinea, Nigeria, Senegal, SierraLeone, South Sudan and Zambia. The WACAF Regional Office also assisted the Banjul Accord Group (BAG) in the ongoing institutionalization of the Group's Secretariat as well as URSAC/UEMOA in the framework of the Global Aviation Safety Oversight System (GASOS) self-assessment.

4.1.17. Since the project's inception, onsite assistance missions have been conducted to States, which have achieved appreciable progress. However, due to the limited opportunities for States to receive USOAP CMA validation activities, this progress cannot be accurately quantified.

Safety Enhancement Initiatives (SEIs) to mitigate contributing factors to LOC-I related accidents and incidents

4.1.18. The RASG-AFI has recognized the need to complement the five-Year Plan for mitigating LOC-I related occurrences with safety enhancement initiatives in terms of organizational, operational and additional risks. All these have been reflected in the AFI-RASP and the RASG-AFI Guidance Material on LOC-I. These SEIs will continue to be augmented and consolidated following recommendations stemming from the next workshops on LOC-I and UPRT.

Safety Enhancement Initiatives (SEIs) to mitigate contributing factors to Controlled Flight into Terrain (CFIT) accidents and incidents.

4.1.19. The CFIT Workshop is one of the RASG-AFI annual events to promote awareness of risks associated with CFIT; and to review the status of implementation of the SEIs identified by the region to mitigate such risks. The event is supported by the ICAO ESAF and WACAF Regional Offices; and aviation partners such as AFRAA and IATA. Attendants at the workshops comprise participants from Civil Aviation Authorities, Airlines, Air Navigation Services Providers, Aircraft Accident Investigation Agencies, Approved Training Organizations, Regional and International Organizations.

4.1.20. CFIT-related Protocol Questions (PQs) from the ICAO USOAP CMA Online Framework have been used as a tool to assess the level of implementation of the 8 Safety Enhancement Initiatives (GPWS; SOPs, CDFA, FDA, CRM/TEM, ALAR, MSAW, PBN-AR) identified to mitigate risks associated with CFIT occurrences in the RASG-AFI Region. From the analyses, only 9 out of the 48 RASG-AFI States have fully implemented all the identified CFIT-related SEIs (PQs), representing 18.75%.

4.1.21. The meeting requested the RASG-AFI Operational Safety Issues Safety Support Team (OSI-SST) to continue to monitor the level of implementation of the SEIs identified by the region and provide reports to the RASG-AFI through the RASC on regular basis. States that have attained related PQs satisfactory were requested to provide support to other States by sharing their documentation and experience with them and provide report to the SST on progress registered.

Assistance to States in resolving or mitigating Significant Safety Concerns (SSCs) in ANS

4.1.22. The ICAO ESAF and WACAF Regional Offices in collaboration with other stakeholders, have actively engaged and supported the Democratic Republic of Congo, Liberia and Zimbabwe in developing and implementing their corrective action plans (CAP), following the identification of significant safety concerns (SSCs) in ANS, in relation to non-calibration of NAVAIDS and non-approval and/or lack of periodic reviews or documented flight validations of Instrument Flight Procedures IFPs) to ensure obstacles clearance.

4.1.23. The meeting took note of the information provided and urged the concerned States to take required actions for the resolution of these SSCs.

SSCs identified in DRC by the USOAP audit

4.1.24. The DRC presented to the meeting the status report of the implementation of its action plan for the resolution of the SSCs. The State commended the ICAO WACAF Regional Office for the support provided including awareness at the State highest level, that assist in making progress in the implementation activities. The State is currently coordinating with the ICAO Audit Section for the submission of evidence and their evaluation. The State however plead for the consideration of the Air Navigation Commission of difficulties experienced by some States regarding the cancellation of non-approved flight procedures, for which operational and safety assessments have revealed no major risk for the operations.

4.1.25. The meeting noted the status report and urged the State to expedite the implementation activities for the resolution of the SSCs.

AFI Plan SSP Project Implementation

4.1.26. The meeting discussed the progress made in the implementation of the AFI Plan-State Safety Program, which aims to support States through a phased approach and ensure progress towards achieving the GASP goal 3 and its targets. The project has established an online platform for collaboration, sharing information and coordinating the efforts on the implementation of SSP in the region. To support the project implementation activities, a coordination group and two teams were established with experts from Cote d'Ivoire, Gabon, Ghana, Kenya, Mauritania, Niger, Nigeria, Rwanda, Senegal, South Africa, Togo, Zambia and AAMAC.

4.1.27. In the first phase of the project implementation, the teams in coordination with the Regional Office, developed a set of documentation and tools that will be used to provide remote and on-site assistance to States in French and English languages. These include legislation, regulations, procedures, guidance material, checklists and tools required for the SSP implementation. Moreover, the teams held validation workshops to review and

align the generic documentation with the State's specific needs. The set of resources is being finalized based on the feedback received during the workshop.

4.1.28. Furthermore, the meeting was also informed on next phases of the project, which will involve assisting States through remote and on-site assistance with the support of the Team of Experts. States will establish/revise and submit to the ICAO Regional Offices a detailed SSP implementation Action Plan, with milestones, deliverables, estimated dates for task completion and assigned responsibilities. This action plan will serve as a reference for monitoring the progress of the project implementation in coordination with the State's designated SSP coordinator/Focal Point.

4.1.29. The meeting therefore formulated the following Conclusion:

RASG-AFI/9 Conclusion 9/03: Implementation of effective State Safety Programme (SSP)

That, to make progress towards achieving the effective implementation of the SSP, States to:

a) provide the necessary human and financial resources for the SSP implementation and report progress on the USOAP CMA OLF and iSTARS;

b) continue to support the AFI-Plan Project by releasing their experts and sharing SSP documentation, information and experience with other States; and

c) nominate for States that are yet to do so, SSP Coordinator/Focal Point by January 2024.

4.2. Regional Aviation Safety Plan for RASG-AFI (AFI-RASP) and associated safety enhancement initiatives

Development of the AFI-RASP

4.2.1. The meeting recalled the Global Aviation Safety Plan (GASP) which presents the global strategy for the continuous improvement of aviation safety; and provides a framework in which regional and national aviation safety plans (RASP and NASP, respectively) are developed and implemented.

4.2.2. A draft Regional Aviation Safety Plan (AFI-RASP 2023-2025 Edition), was developed by the Secretariat, forwarded to States and other stakeholders, and discussed through a validation workshop conducted virtually from 2 to 5 October 2023. The workshop attracted 201 participants from States, RSOOs, RAIO, Industry, Regional and International Organizations. The outcome of the workshop (Draft AFI-RASP) was endorsed by the Ninth Meeting of the RASG-AFI Steering Committee (RASC/9), virtually held on 18 October 2023.

4.2.3. The AFI-RASP outlines key safety enhancement initiatives (SEIs) at the regional level, the roles and responsibilities for States, regions and industry, and provides a framework for the cooperation and collaboration to support States with the management of organizational challenges and operational safety risks. The meeting endorsed the 2023-2025 edition of the AFI-RASP, as provided in **Appendix 4B** to this report. The Plan will guide States in developing their National Aviation Safety Plans (NASPs) that should be aligned to the Regional Plan.

4.2.4. The meeting was also informed that as of 31 October 2023, only 8 RASG-AFI Member States (Benin, Cote d'Ivoire, Ethiopia, Ghana, Rwanda, Sierra Leone, Togo and Uganda) have published their National Aviation Safety Plans **(**NASPs) and registered them on the ICAO Online portal. This is far short of the GASP and AFI-RASP Target requiring all States to publish their NASPs by 2024. The meeting agreed therefore on the following:

RASG-AFI/9 - Decision 9/04: Adoption of the AFI-Regional Aviation Safety Plan

That, to guide the implementation activities of the region, the AFI-Regional Aviation Safety Plan (AFI-RASP) is approved as presented in Appendix 4B to this report.

RASG-AFI/9 – Conclusion 9/05: Conduct of a Sensitization Workshop on the AFI-RASP

That, to familiarize States and other stakeholders with the 2023-2025 Edition of the AFI-RASP, the Secretariat to conduct a sensitization workshop on the AFI-RASP in 2024, and on its subsequent editions.

RASG-AFI/9 – Conclusion 9/06: Development of National Aviation Safety Plans

That, to meet the AFI-RASP 2023-2025 target,

a) States to develop their National Aviation Safety Plans (NASPs) by 31 December 2024 and register the NASPs in the ICAO Online portal;

b) The Secretariat and other stakeholders to support States in the development of the NASPs, including conduct of workshops; and

c) The industry and other aviation stakeholders are urged to cooperate, collaborate and communicate in a bid to fully implement the Safety Enhancement Initiatives (SEIs) identified in the AFI-RASP.

4.3. Other Safety initiatives

Outcomes of the 2nd AFI RSOO Forum

4.3.1. The outcomes of the Second ICAO/EASA Global Forum on Regional Safety Oversight Organizations for Global Aviation Safety held from 10 to 12 October 2023 in Nairobi, Kenya were presented to the Meeting, particularly those related to the African Regional Safety Oversight Organization (RSOOs).

4.3.2. The forum discussed harmonization on establishment and operationalization of AFI RSOOs and gave some insight and shared experience to make the RSOO's/RAIO sustainable. Accordingly, the meeting discussed the need to come up with an optimal number and size of RSOOs/RAIO, in the region.

4.3.3. The meeting considering outcomes of the Forum, recommended the ICAO AFI Plan to review and update the AFI RSOOs/RAIO Strategic Plan and Roadmap with particular emphasis on the funding mechanisms and optimization of the number & size of RSOOs and RAIO. The meeting agreed on the following:

RASG-AFI/9 – Conclusion 9/07: AFI RSOOs/RAIO Strategic Plan

That, to strengthen the effectivity and efficiency of RSOOs/RAIO in the region,

a) the ICAO AFI Plan programme in collaboration with partners, conduct an in-depth analysis of the outcome of the study, considering the pros and cons of the different options of the draft AFI RSOOs/RAIO Strategic Plan;

b) The RSOOs and RAIO to optimize their resources, consider secondment of qualified experts from States, share experiences and relevant information among themselves, and request the ICAO GASOS assessment; and

c) States, regional and international organizations, development and financing institutions, and aviation industry, to continue supporting the AFI RSOOs work programmes and related activities.

Establishment of a Safety oversight system in South Sudan

4.3.4. CASSOA presented a project aimed at establishing a State Safety Oversight System that EAC CASSOA, in collaboration with AFCAC, which is currently being implemented in the Republic of South Sudan. The Republic of South Sudan has embarked on a project to establish a comprehensive civil aviation state safety oversight system. The Civil Aviation Safety and Security Oversight Agency (CASSOA) of the East African Community (EAC) took the lead in the development and implementation of this project.

4.3.5. The project is divided into three phases, each focusing on specific aspects of safety oversight. The first phase includes Critical Element 1 (CE-1) of a safety oversight system, CE-2 and CE-5, which include the development of primary civil aviation legislation, applicable regulations and technical guidance materials. The African Civil Aviation Commission (AFCAC), as part of the European Union (EU) Aviation Safety in Africa (ASA) project, funded this initiative.

4.3.6. The completion of the first phase of the project in South Sudan has resulted in significant achievements. Key achievements include the development of draft civil aviation laws, applicable regulations and comprehensive technical guidance materials in all auditable areas. These laws and regulations are yet to be promulgated and procedures approved.

Safety Intelligence to support decision-making

4.3.7. The meeting was recalled on the new proposed Annex 19 – *Safety Management*, Amendment 2, which introduced a new recommended practice on the importance of developing safety intelligence as a business capability and the need for organizational commitment to make progress in this area. It was highlighted that establishing a Safety intelligence strategy with appropriate data governance, data management and allocation of resources, will facilitate the timely collection and aggregation of information from various sources and enable early detection and assessment of safety risks and hazards. This, in turn, will empower stakeholders to make timely informed decisions to mitigate safety risks to continuously improve the effectiveness of the State Safety Programme (SSP).

4.3.8. The meeting also highlighted the importance of establishing standardized and harmonized aviation taxonomies across the stakeholders. The adoption of standardized taxonomies will contribute not only to enhance the quality and accuracy of safety data but also facilitate the integration of safety data from different sources, streamlining the information and data sharing and exchange among aviation stakeholders at national, regional and global level. The meeting agreed on the following conclusion.

RASG-AFI/9 - Conclusion 9/08: Safety Intelligence to support decision-making

That, in order to make the safety intelligence a core business capability,

a) States to establish a safety intelligence strategy and an action plan for the implementation of safety data governance, data management and associated framework;

b) States to adopt a coordinated approach with stakeholders when establishing Safety Data Collection and Processing Systems (SDCPS) and promote the use of standardized aviation taxonomies; and

c) ICAO, AFCAC, RSOOS, RAIOs, to continue to support States through workshops, training, guidelines and/or appropriate tools for the effective implementation of Safety intelligence.

IATA Safety Issue Hub

4.3.9. IATA presented its Safety Issue Hub which is a new online safety tool for identifying and registering risks in the region. The Safety Issue Hub is an interactive platform which could be used to search by domain of operation, regional areas, and emerging risks. States can utilize the information and highlighted risks in enhancing State Safety Programs and prioritizing resource allocation pertaining to effective Risk Management. The meeting encouraged States, Operators, and other stakeholders to make use of the free tool to register risks and also identify risks. The tool is available on *https://www.iata.org/en/programs/safety/safety-risk/safety-issue-hub* .

Support provided to EAC Partner States by EAC CASSOA

4.3.10. CASSOA informed the meeting on its activities aiming at enhancing the performance of the civil aviation safety oversight system in the EAC Partner States. CASSOA is providing support by fulfilling these activities, notably through aviation safety projects and collaborative projects, harmonization of Civil Aviation legislation and procedures, technical support missions, capacity Building, EAC examination system, CASSOA Inspector Sharing Scheme, supporting the State Safety Programme (SSP) Implementation and integration of Unmanned Aircraft Systems (UAS). CASSOA supports the EAC Partner States in meeting their obligations to comply with international safety and security requirements set by the International Civil Aviation Organization (ICAO). The meeting took note of the information provided and encouraged CASSOA to pursue its support to States.

CASIP - Africa Presentation

4.3.11. IATA presented the Collaborative Aviation Safety Improvement Program (CASIP), coordinated with ICAO, AASA, AFCAC, AFRAA, Boeing, Airbus, CANSO, EASA,

FAA, FSF, IFALPA and WFP. Without duplicating efforts and in a framework of trust, the CASIP will work to support initiatives with demonstrable safety improvements in Africa. The meeting called on stakeholders to support the initiative.

Status of Accident Investigation Reports

4.3.12. IATA updated the meeting on the status of incomplete accident investigation and highlighted challenge it represents to the region, as it is not in compliance with the Annex 13 requirements. The AFI region has the highest number of incomplete investigations globally. IATA called on States to make every effort to complete investigations so that the rest of the industry can learn lessons and prevent recurrence. The following conclusion was therefore formulated.

RASG-AFI/9 - Conclusion 9/09: Accident Investigation Reports

That, to ensure compliance with the accident and incident investigation reporting requirements and reduce the number of incomplete investigations in the RASG-AFI Region, States are urged to complete investigations and publish reports, enabling the aviation community to take insights and prevent recurrence.

Large Height Deviations – Eastern Africa

4.3.13. IATA presented to the meeting the ongoing safety concerns about the rising number of Large Height Deviations (LHDs) reported around the Horn of Africa (FIRs: Djibouti, Eritrea, Ethiopia & Somalia), and called for States, ANSPs, and Airspace Users to cooperate to resolve identified issues.

4.3.14. The meeting noted the good progress made in the reduction of the LHD reported in Mogadishu /Sana'a FIRs. Based on data provided by the State of Yemen for the period January to September 2023 there were zero report on LHD between Mogadishu and Sana'a FIRs. Accordingly, the protocol opened by ARMA/MIDRMA was closed. These positive results were attributed to the good coordination between the States, the regional monitoring agencies, the airspace users, the key partners amongst the international organizations and the regional ICAO ESAF and MID Regional Offices.

4.3.15. To resolve the deficiencies causing LHDs, the meeting called for simple solutions such as Promoting "Just Culture" in order improve reporting, basic education to understanding what LHDs are and promoting SLOP implementation.

Assistance missions to the AFI States under the AFI-CIS framework

4.3.16. AFCAC updated the meeting on AFI-CIS activities from 2019 (when AFCAC established partnerships with international organizations such as AfDB and EASA through the European Union Aviation Safety in Aviation (EU-ASA) project and lately Boeing, that provide funding for capacity building and provision of technical assistance to member States) to August 2023. AFCAC, through the AFI-CIS Program, supports African member States to establish and implement the eight Critical Elements of the State Safety Oversight Systems, development and implementation of Corrective Action Plans (CAPs) and the preparations for ICAO USOAP CMA Activities. All these contribute towards enhancing their effective implementation of ICAO Standards & Recommended Practices (SARPs) towards 75% and greater.

4.3.17. A project approach in providing assistance to member States was adopted to ensure effective assistance missions to yield tangible results in the areas of LEG, ORG, PEL, OPS (including Dangerous Goods (DG), AIR AIG, ANS, and State Safety Programme (SSP). The assistance is being delivered by the One Hundred Fifty (150) AFI CIS inspectors, the details of whom are on the relevant database.

4.3.18. So far, AFI CIS assistance missions have been conducted in Central African Republic, Eswatini, Lesotho, Namibia, Sierra Leone, and South Sudan. The meeting noted the information provided and called all stakeholders to coordinate assistance activities to avoid duplication of efforts.

AGENDA ITEM 5: ITEMS FOR COORDINATION WITH APIRG

5.1. The Meeting discussed the Significant Safety Concerns (SSCs) related to ANS and challenges to solve them. The Meeting noted the lack of sufficient commitment of the Air Navigation Services Providers and/or airports' operators to effectively implement the corrective actions to resolve or mitigate the safety risks associated to the SSCs. In addition, the Meeting stressed on the need for States to be more proactive in the discharge of their safety oversight functions particularly in specific areas with high-risk exposure. The meeting formulated the following:

RASG-AFI/9 – Decision 9/10: Prevention of SSCs

That, to prevent PANS-OPS and Navaids calibration related SSCs,

a) the Secretariat to coordinate and conduct workshops on SSCs prevention; and

b) APIRG and its Contributory Bodies to increase States/industry SARPs compliance related activities in their work programme.

AGENDA ITEM 6: COMMON IMPLEMENTATION CHALLENGES IDENTIFIED AMONGST RASG-AFI MEMBERS AND WAY FORWARD

6.1. The meeting discussed challenges encountered by RASG-AFI member States in fulfilling their safety obligations under the Chicago Convention and way forward. It was noted that the processes for the amendment of specific operating regulations, and the identification and notification of differences to ICAO are not fully implemented. Most of the time, comprehensive regulations on AIG are not promulgated. The lowest performing audit areas in the region have undergone some improvement in terms of effective implementation (EI) and indicated in iStars: AIG from 41% last year to 44.03% in 2023; AGA from 46% to 47.6%; ANS from 52% to 53.54% and OPS 56% to 58.2%.

6.2. Challenges in AIG are related to the implementation of an independent Accident Investigation Authority with properly established legislation and procedures for conducting accident and incident investigations. For ANS and AGA, the lack of qualified personnel in different subdomains both at the levels of the authority and the service providers is part of the challenges. While AIG, ANS and AGA are yet to mature, OPS remains a challenge for most States as some are starting certification processes of new air operators, without properly qualified personnel and established regulations, procedures and guidance.

6.3. The meeting also highlighted that most States lack an effective safety reporting system and consequently lack sufficient data to enable the identification of operational safety risks. Emerging safety issues related to RPAS operations and urban mobility have put additional workload on the civil aviation administrations. Finally, many States are not updating on a regular basis their USOAP CMA Online Framework. This has a negative impact of the preparedness of States to undergo a USOAP CMA activity.

6.4. The meeting in discussing way forward, formulated the following conclusion:

RASG-AFI/9 - Conclusion 9/11: Common implementation challenges identified amongst RASG-AFI members and way forward

That, to address challenges in the audit areas with lowest effective implementation, including SSP, States, AFCAC, RSOOs, RAIOs and other stakeholders to:

a) address challenges in a more collaborative manner through the allocation and pooling of resources and by sharing data and safety critical information; and

b) provide more training in the most critical areas namely, OPS, AIG, ANS and AGA.

AGENDA ITEM 7: RECOMMENDATIONS ON ACTIONS OR ENHANCEMENTS THAT WOULD REQUIRE CONSIDERATION BY THE ANC AND COUNCIL

7.1. The Meeting recalled that the RASG-AFI meeting report should be provided in a standardized format, including recommendations on actions or enhancements that would require consideration by the Air Navigation Commission (ANC) and the ICAO Council.

7.2. The meeting identified some items that may require effective support from the ICAO Headquarter. The meeting formulated the following Conclusion:

RASG-AFI/9 - Conclusion 9/12: Recommendations on actions or enhancements that would require consideration by the ICAO Headquarters

That, to assist States and the industry in improving implementation activities:

a) ICAO to increase USOAP CMA activities, to enhance the continuous monitoring of States' safety performance;

b) With the recurrence in the region of System Component Failure/Malfunction – Non-Powerplant (SCF – NP) over the years, ICAO to add the phenomenon to the High-Risk Category of occurrences (R-HRC);

c) As part of the SSCs' mitigation actions proposals, the Air Navigation Commission to consider difficulties experienced by States in suspending non-approved flight procedures whose safety assessments revealed no major safety risks for their use;

d) ICAO to provide continuous support to States in developing their National Aviation Safety Plans (NASPs), through workshops; and

e) ICAO to develop additional guidance material and tools to assist States in the development and implementation of safety intelligence strategy.

AGENDA ITEM 8: REVIEW OF THE FUTURE WORK PROGRAMME OF THE RASG-AFI AND ITS CONTRIBUTORY BODIES

8.1. The Secretariat presented the proposed activities of the RASG-AFI and its contributory bodies for 2024 for review and adoption by the meeting. The proposed activities covered those of the RASC, the Safety Support Teams (SSTs) and RASG-AFI meetings. The meeting after review agreed on the following decision:

RASG-AFI/9 – Decision 9/13: Approval of the Future Work Programme of the RASG-AFI and its Contributory Bodies.

That, the 2024 Work Programme and activities of the RASG-AFI and its contributory bodies is approved as provided in Appendix 4C to this Report.

AGENDA ITEM 9: ANY OTHER BUSINESS

9.1. There were no discussions under this agenda item.

PART V :

APIRG/26 & RASG-AFI/9 JOINT SESSIONS

PART V : APIRG/26 & RASG-AFI/9 JOINT SESSIONS

AGENDA ITEM 4: REVIEW AND ADOPTION OF THE CONCLUSIONS AND DECISIONS OF THE APIRG/26 AND RASG-AFI/9 MEETINGS

4.1. The meeting reviewed and adopted the Conclusions and Decisions of the APIRG/26 and RASG-AFI/9 meetings as presented in the text of the report.

AGENDA ITEM 5: ANY OTHER BUSINESS (AOB)

5.1. The meeting was informed that the next APIRG/27 and RASG-AFI/10 meetings will be held in the ESAF region. South Africa offered to host the meeting. The Secretariat will make the necessary coordination with the State in due course in coordination with Secretariat.

5.2. During the closing session, statements were delivered by the Chairperson of the RASG-AFI Col. Dokisime Gnama Latta; the Chairperson of APIRG Ms. Paule Assoumou Koki; Mr. Prosper Zo'o Minto'o, ICAO Regional Director for Western and Central Africa (WACAF) and Ms. Adaniokou Akakpo Jeanne, Permanent Secretary of the Ministry of Transport and Sustainable Development of the Republic of Benin.

5.3. In his closing remarks, Mr. Prosper Zo'o Minto'o, Regional Director, ICAO WACAF Office, thanked the Republic of Benin for hosting the APIRG/26 and RASG-AFI/9 meeting. He highlighted the meetings achievements, including the release of the first edition of the Regional Air Navigation Report as well as the Volume III of the Regional Air Navigation Plan. He thanked South Africa for the offer to host the APIRG/27 and RASG-AFI/10 meetings and requested the State to officially notify the ICAO ESAF Regional Office.

5.4. In his closing remarks, Col. Latta Dokisime Gnama, Chairman of the RASG-AFI wished all the best to the new Bureau of the RASG-AFI and appreciated the cooperation he had experienced for the past period.

5.5. The Chairperson of APIRG, Ms. Paule Assoumou Koki expressed her gratitude to the Republic of Benin for hosting the meeting.

5.6. The meeting was officially closed by the Permanent Secretary of the Ministry of Transport and Sustainable Development of the Republic of Benin. Ms. Adaniokou Akakpo Jeanne in her address called on the APIRG and RASG–AFI to embrace a collaborative approach in addressing Safety and Air Navigation matters in the African Continent. She thanked ICAO and the APIRG and RASG-AFI fraternity for trusting Benin with the hosting of these meetings. She wished all the participants safe journey back home and officially closed the meeting.

_____END_____