INTERNATIONAL CIVIL AVIATION ORGANIZATION

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

REPORT OF THE NINTH MEETING OF THE AIRSPACE AND AERODROME OPERATIONS SUB-GROUP (AAO/SG9)

Nairobi, Kenya, 13 to 17 July 2026

The views expressed in this Report should be taken as those of the AASPG AAO Sub-group and not of the Organization. This Report will, however, be submitted to the PRCC and AASPG, and any formal action taken will be published in due course as a Supplement to the Report.

Approved by the Meeting and published under the authority of the Secretary General

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LIST OF ABREVIATIONS

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

GASP	Global Aviation Safety Plan
GRF	Global Format for Reporting of Runway Surface Conditions
IATA	International Air Transport Association
ICAO	International Civil Aviation Organization
IIM/SG	Infrastructure and Information Management Sub-group
LHD	Large Height Deviation
MET	Aeronautical Meteorology
NCPI	National Coordinator for Planning and Implementation
NCLB	No Country Left Behind
PBN	Performance Based Navigation
PBCS	Performance Based Communication and Surveillance
PRCC	Programme Review and Coordination Committee
RASC	RASG-AFI Steering Committee
RASG-AFI	AFI Regional Aviation Safety Group
REC	Regional Economic Community
RPAS	Remotely Piloted Aircraft Systems
RSOO	Regional Safety Oversight Organization
RVSM	Reduced Vertical Separation Minimum.
SAR	Search and Rescue
SARPs	Standards and Recommended Practices
SBAS	Satellite-based Augmentation System
SLOP	Strategic Lateral Offset Procedure
SSO-SST	State Safety Oversight System -Support Team
SSP – SST	State Safety Programme Safety -Support Team
SSTs	Safety Support Teams
TAG	Tactical Action Group
UN SDGs	United Nations Sustainable Development Goals

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LIST OF DRAFT CONCLUSIONS/DECISIONS

DEFINITIONS

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

a) **Draft Conclusions or Draft Decisions:** Actions by the Sub-group that require the prior agreement of the AASPG before they can be implemented or otherwise. All such proposed actions shall be considered by the AASPG at its next meeting subsequent to the issue of the Sub-groups' report.

b) **Decisions by the Sub-group**: Actions which do not necessarily require prior agreement of the AASPG and that may be conducted by the specific Sub-group and its members or the Secretariat where such action is applicable.

No.	**Draft Conclusions/Draft Decisions**	
1.	*AAO/SG9 Decision 9/01*	*Election of the Chairperson and Vice Chairperson of AAO Subgroup*
2.	*AAO/SG9 Conclusion 9/02*	*Enhancement of SWIM/FF-ICE implementation in AFI*
3.	*AAO/ SG9 Conclusion 9/03*	*Update of the AFI PBN Implementation Plan*
4.	*AAO/ SG9 Decision 9/04*	*ATFM implementation and monitoring in AFI*
5.	*AAO/SG9 Decision 9/05*	*Endorsement of the revised AFI Aerodrome Certification Project Document*
6.	*AAO/SG9 Decision 9/06*	*Regional framework for Water Aerodromes Operations*
7.	*AAO/SG9 Decision 9/07*	*Regional framework for Advanced Air Mobility*
8.	*AAO/SG9 Decision 9/08*	*Joint Use Civil –Military Aerodromes*
9.	*AAO/ SG9 Decision 9/09*	*Updated the list of Minimum reporting Areas*
10.	*AAO/SG9 Conclusion 9/10*	*Enhancement of the RVSM Height Keeping Monitoring in AFI*
11.	*AAO/SG9 Conclusion 9/11*	*SLOP implementation and usage in AFI RVSM*
12.	*AAO/SG9 Decision 9/12*	*Future work programme of AAO Subgroup*

PART I – INTRODUCTION

1. Place and duration

1.1 The Ninth Meeting of the Airspace and Aerodrome Operations Sub-group (AAO/SG9) of the African Indian Ocean Aviation System Planning and implementation Group (AASPG) was held from 13 to 17 July 2026 at the Safari Park Hotel, in Nairobi, Kenya.

2. Attendance

2.1 Eighty-three (83) participants from nineteen (19) ESAF and WACAF accredited States, and eleven (11) regional and international Organizations attended the meeting. The list of participants is provided in **Appendix 1** to this report.

3. Officers and Secretariat

3.1 Mr. Nathan Kaluba (Zambia), AAO/SG Chairperson, presided over the meeting along with Mr. Sanogo Adama, the Vice-Chairperson of the Subgroup.

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

Mr. Serge Guy Tchanda, Regional Officer, ATM/SAR, WACAF;
Ms. Prisca Nkolo, Regional Officer, AGA, WACAF and
Dr. Bedan Thendu, Regional Officer, ATM/SAR, ESAF.

4. Working languages

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

5. Opening of the meeting

Remarks by the Chairperson of AAO Sub-group

5.1. Mr. Nathan Kaluba, Chairperson of the AAO Subgroup, thanked the ICAO ESAF Regional Office, for hosting the ninth meeting of the AAO Subgroup.

5.2 He further thanked the participants for their commitment for the improvement of the aviation system in the AFI region through efforts made in the planning and implementation, despite outstanding challenges and their busy schedule in their respective States and Organizations.

5.3 Serving his last term as the chairperson, he thanked the meeting for the cooperation and

confidence they accorded him during his tenure. He reminded the meeting that all progress in the region can only be achieved through collaboration, cooperation and sharing of experience. He expressed his optimism in the AFI region air transport market potential and underscored the need for States and other industry players to embrace an action- oriented approach to aviation activities.

Opening remarks by the Regional Director of the ICAO ESAF Office

5.4 The opening remarks were delivered by Mr. Richard Gatete, Deputy Regional Director, on behalf of the ICAO ESAF Regional Director, Ms Lucy Mbugua. In his remarks, he appreciated States and Organizations for facilitating the participation of their experts to the meeting. He thanked the Government of the republic of Kenya for hosting the meeting.

5.5. Mr. Gatete recalled the AAO/SG mandate in supporting States to implement SARPs and the need for States and the Secretariat to pursue the development of the NANP, and address challenges related to the reporting of the implementation status of ASBU elements. He further drew the meeting's attention on the slow progress of some Project teams activities and the management of air navigation deficiencies.

5.6. He finally commended the good collaboration between ICAO Regional Offices, States, international and regional Organizations towards the improvement of air navigation systems in the AFI region.

6. Agenda

6.1 The meeting adopted the following agenda:

Agenda item 1:	Adoption of the agenda and the work programme and then election of the bureau.
Agenda Item 2:	Status of implementation of conclusions and decisions of the AAO/SG8 meeting and AASPG/1 meeting applicable to the AAO Sub-group
Agenda Item 3:	Achievements in Airspace and Aerodrome Operations
Agenda Item 4:	Regional Air Navigation Plan
Agenda Item 5:	Air navigation deficiencies
Agenda Item 6:	Activities to be coordinated with the AASPG IIM and SMO subgroups
Agenda Item 7:	Implementation challenges of the Sub-group
Agenda Item 8:	Proposed recommendations/actions to be taken by ICAO HQs
Agenda Item 9:	Review of the Terms of Reference and Work Programme of the Sub-group
Agenda Item 10:	Any other business
Agenda Item 11:	Draft conclusions and decisions of the ninth Meeting of the Airspace and Aerodrome Operations Sub-group (AAO/SG9)

PART II: REPORT ON AGENDA ITEMS

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

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

1.2 Mr. Adama Sanogo ASECNA Representative to Côte d'Ivoire and Ms. Suzan Nafuna Principal Aerodrome Inspector, from Uganda were elected as Chairperson and Vice chairperson, respectively. The Meeting therefore agreed on the following draft Decision:

AAO/ SG9 Decision 9/01: Election of the Chairperson and Vice-Chairpersons of AAO Subgroup					
Why:	*That, in order to ensure continuity of subgroup activities*				
What:	*Mr. Adama Sanogo, ASECNA Representative to Cote d'Ivoire, and Ms. Suzan Nafuna, Principal Inspector AGA, from Uganda, were elected as Chairperson and Vice-Chairperson respectively.*				
Who:	*AASPG*				
When:	*6 November 2026*				
Implementation following up					
Follow-up required	Yes ☐ **No ☒**	**Metrics**	**Metric 1:** N/A	**Means to collect**	N/A

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

Review of the Conclusions and Decisions of the AASPG/1 meeting applicable to the AAO/SG

2.1. The meeting recalled that the AASPG/1 adopted 33 conclusions and decisions out of which 8 conclusions and 4 decisions are applicable to the AAO/SG. The meeting was presented with the status of implementation of the conclusions and decisions applicable to the AAO/SG. The status is provided to this report as Appendix 2.

2.2. The Secretariat reported that out of the total twelve (12) conclusions and decisions of the AASPG/1 meeting applicable to AAO/SG, two (2) conclusions and two (2) decisions were fully implemented (30%), five (5) conclusions and two (2) decisions are initiated (59%), and their implementation is currently in progress and one (1) conclusion was not yet to be

started (11%).

Review of the Conclusions and Decisions from APIRG/20 to APIRG/27 applicable to the AAO/SG

2.3. The meeting recalled that the AAO/SG8 was presented with 189 conclusions and decisions issued from APIRG/20 to APIRG/27; from which after review 66 were still valid, 119 were deemed no longer valid and 4 were completed.

2.4. The Meeting noted that from AAO/SG8 to AAO/SG9, the status of conclusions and decisions from APIRG/20 to APIRG/27 applicable to AAO subgroup evolved as follows: fifty (50) Conclusions/Decisions are still valid, hundred and twenty-seven (127) are no longer valid and twelve (12) are completed. The list of Conclusions and Decisions applicable to AAO/SG from APIRG/20 to APIRG/27 that are no longer applicable is provided as **Appendix 3** to this report.

2.5. The Meeting, while commending the efforts from all stakeholders in implementing pending conclusions and decisions, urged States and Organizations to further commit to implementing remaining pending conclusions and decisions, and to provide timely updates on their implementation status for comprehensive reporting to the AAO/SG.

2.6. The updated status of implementation of APIRG/20 to 27 conclusions and decisions applicable to the AAO/SG is provided as **Appendix 4** to this report.

AGENDA ITEM 3: ACHIEVEMENTS IN AIRSPACE AND AERODROME OPERATIONS

Status of implementation of ASBU Elements

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

3.2. Recalling APIRG/25 Conclusion 25/11, the Meeting called on States to set in place mechanisms for providing updated information regarding the status of implementation of ASBU elements. States were further urged to review the status of ASBU element implementation, as identified by the Regional Offices, and to submit regular updates.

3.3. The Meeting further examined challenges impeding effective feedback from States. It was noted that enhanced awareness among States regarding ASBU framework remains essential to strengthen engagement and ensure more consistent reporting.

3.4. The Meeting further discussed issues that were hindering the effective feedback from

States. The need for increased awareness for States regarding ASBU framework was noted.

3.5. The Secretariat was requested to regularly remind States on the timely reporting of the status of ASBU Implementation. The Secretariat further reported that several States and organizations have not yet nominated focal points and encouraged them to review and update their nominations to ensure accurate and active representation.

AFI ANS Summit

The Meeting was provided with updates on the preparation of the AFI ANS Summit, pursuant to APIRG/25 Conclusion 25/09, APIRG/26 Decision 26/24 as well as AASPG/1 endorsement of the revised ANS Summit framework targeting the Summit to be conducted by 2027.

3.6. The Meeting was appraised that a dedicated ANS Summit Preparation Secretariat (comprising ICAO ESAF and WACAF Regional Offices, IATA, and the AAO and IIM Sub-Group Chairpersons) has been established, supported by teams drawn from AAO and IIM Project Management Team members. Three such teams are currently active with focus on:

- the survey questionnaire, the project prioritization criteria, and the risk/quality management plan templates:
- developing project initiation templates, including charter, business case, and costing templates; and
- The development of Project management plan template, with tasks including development of detailed Project scope template, Milestones template, Work breakdown structure (WBS) (Schedule and dictionary) template, set of activities and sequence template, resource estimation (staff, budget, schedule) template, cost baseline template and quality baseline template.

3.7. The Meeting was provided with updates on ongoing activities, including the regional survey on priority ANS projects, the development and validation of project templates, and the review of the Africa Aviation Infrastructure Gap Analysis outcomes. The customization of project documents is scheduled for July–August 2026, leading into Work@Lab #2 for validation of the consolidated AFI ANS Master document containing all customized projects; and endorsement at AASPG/2 in November 2026.The Meeting noted the target period for the completion of the AFI ANS Master document in mid-October 2026 with endorsement planned at the AASPG/2 in November 2026

3.8. The meeting identified two main challenges including the resource mobilization constraints relative to the compressed preparation timeline, and the timely responsiveness of States in submitting proposals on priority projects which was send through a survey questionnaire by the ANS Summit Secretariat, which remains critical to the completeness and consistency of the ANS Master document.

ACHIEVEMENTS IN AIRSPACE OPERATIONS

Status of ATM/SAR Projects

3.9. The progress status of the ATM/SAR ATM/SAR since AAO/SG8 was presented. The AAO/SG portfolio currently comprises nine ATM/SAR projects: eight ATM projects and one SAR Technical Expert Team (TET).

i. *AFI ATM Master Plan (AAMP)*: The revision remains at 95% completion as of June 2025, with no further progress noted since AAO/SG8 due to limited commitment of project team members. The PMT recommends a revised work configuration, including hybrid workshops coordinated through the WACAF and ESAF Regional Offices, to consolidate and finalize the review of the strategic documents.

ii. *AFI ATM Contingency Planning (ATM CP)*: Revision work has stalled pending completion of awareness training on the new Global ATM Contingency Arrangement Framework, validated in Montreal in February 2026. An awareness workshop for States of the AFI region is planned for 31 August–4 September 2026 in Dakar, Senegal, after which the revision of the AFI ATM contingency plan will proceed.

iii. *AFI PBCS-30/10 (reduced longitudinal separation)*: The PMT was established with a kick off meeting on 2 June 2026, comprising 15 members (including 3 coordinators). The project document and roadmap have been completed, and implementation feasibility work is currently ongoing.

iv. *AFI ATFM*: The PMT was established with its inaugural meeting on 3 June 2026 under APIRG/27 Conclusion 27/04. The project team has 18 members (including 3 coordinators). The project documentation is partially completed, and implementation feasibility is ongoing.

v. *Civil/ Military Cooperation and Flexible Use of Airspace (CMC/FUA)*: A CMC/FUA survey achieved response rates of 63% and 50% from WACAF and ESAF States respectively. Development of the generic documentation is underway, with an awareness workshop planned for 31 August–4 September 2026 in Dakar.

vi. *SWIM/ FF-ICE*: A project initiation workshop was held from 2 to 4 December 2025 in Entebbe, Uganda, with 80 participants. The team produced a SWIM roadmap, the FF-ICE roadmap has been completed and PMT fully constituted. Work on the SWIM-component, including focal point nomination, remains in progress.

vii. *Free Route Airspace (FRA)*: Thirty-seven (37) User Preferred Routes (UPRs) have been implemented in WACAF, achieving 100% coverage since 31 October 2025, while UPR trials remain ongoing in ESAF. Local FRA has been implemented in 40% of AFI FIRs and cross-border FRA Phase II targeted for effective implementation by 18 February 2027 (Blocks 1 and 2), in coordination with AFRAA and CANSO. An FRA awareness workshop was held from 20 to 24 April 2026 in Accra, Ghana.

viii. *PBN-AORTA*: An Airspace survey was conducted regionwide, with relatively low response rates (42% from WACAF and 30% from ESAF States). The AFI PBN Plan has been updated in line with the 6th Edition of the GANP, while the review of the AFI ATS route network catalogue and PBN infrastructure strategy remain in progress.

ix. *SAR Technical Expert Team*: The project team completed the AFI States SAR profile based on the 2025 AFI SAR survey; supported prioritization of 2026 SAR assistance (5 States in WACAF, 4 in ESAF), with three assistance activities already delivered to WACAF States.

3.10. The Meeting was appraised of common challenges across all ATM/SAR projects including members unavailability and limited commitment, insufficient funding for physical activities, as well as divergent national and regional priorities on infrastructure planning and implementation.

3.11. The Meeting proposed an in-depth review of project management performance as may be warranted to develop quantitative and qualitative evaluation criteria consistent with the AASPG procedural Handbook. The meeting agreed to establish a technical team to review the project management performance framework with project Team Coordinators and RSOOs as core members.

Free Route Airspace (FRA) Project Management Team activities

3.12. The Meeting was updated on the status of FRA/UPR/DRO implementation across the AFI region, incorporating outcomes from the Accra Cross-Border FRA and ATS Route Catalogue Review Workshop (20–24 April 2026) and on cross-border FRA roadmap. FRA continues to be pursued progressively through tactical direct, Direct routing Operation (DRO), UPR, local FRA and, ultimately, cross-border FRA.

3.13. The meeting noted that Local FRA/direct routing has progressed in several FIRs, including Accra, Antananarivo, Brazzaville, Dakar, Entebbe, Kano, Mauritius, Nairobi, N'Djamena, Niamey and Seychelles, with other States still preparing implementation. The Accra workshop validated cross-border FRA implementation principles, the implementation checklist, an updated roadmap, and generic templates (LoA, Trigger NOTAM, AIP SUP),

confirming that Phase II will focus on cross-border FRA in eligible FIRs. The roadmap sets cross-border trials to begin 29 October 2026, with full implementation targeted for 18 February 2027 and post-implementation evaluation to follow. Local FRA projects remain ongoing in Windhoek, Lusaka, Harare and Kinshasa FIRs.

3.14. The meeting was briefed on a dedicated ESAF-focused workshop held in Johannesburg (21 - 22 May 2026, supported by IATA and AFRAA), reviewing airline UPR proposals, agreeing on resumption/sequencing of ESAF UPR trials, and producing a 2026 ESAF UPR implementation roadmap aligned with the Accra timelines.

3.15. The meeting was informed of a follow up structured programme (data collection, staged trials, stakeholder reviews) that is ongoing, and a planned second workshop in Dar es Salaam in September 2026 to assess UPR trials progress and consolidate the preparation for full operationalization of UPR and cross-border FRA.

3.16. The meeting took note of issues requiring consolidation including uneven FRA maturity across FIRs requiring a common readiness matrix; pending validation of FRA/UPR FIR coordinates (with AFRAA to propose coordinates from airline UPR data); incomplete harmonization of FRA connection to lower airspace/SID-STAR structures; the need for a consolidated regional FRA/DRO map (to be prepared by ASECNA); a pending AFRAA-led benefit demonstration (distance, time, fuel, CO2, payload); and resource constraints limiting in-person Safety Risk Assessment/ (SRA) Letter of Agreements (LoA) coordination meetings.

ASECNA initiatives of FRA implementation

3.17. ASECNA presented the status of FRA implementation within its managed airspaces, alongside its actions under the AFI cross-border FRA implementation project. Consistent with the ICAO two-phase approach (Phase I: local FRA; Phase II: cross-border FRA), ASECNA's Phase I work began in 2019 under ASBU FRTO-B0/1, with UPR trials conducted between November 2023 and March 2025 across eight FIRs in Western and Central Africa, involving five African airlines (Ethiopian Airlines, Kenya Airways, Rwandair, Royal Air Maroc, EgyptAir) and nearly 2,000 flights, yielding satisfactory results.

3.18. The meeting was informed that local FRA was successfully implemented across all ASECNA-managed FIRs on 25 January 2024, following a comprehensive programme covering safety assessment, stakeholder awareness, entry/exit/intermediate point coordination, safety risk assessments, training, and aeronautical publication. Regarding the second phase (cross-border FRA, ASBU FRTO-B1/1), ASECNA is progressing implementation across FIRs that have already deployed local FRA, including Lome UTA (Accra FIR), Antananarivo, Brazzaville, Dakar, N'Djamena, and Niamey FIRs.

3.19. The meeting was informed that following the April 2026 Accra workshop, the regional

roadmap was validated, targeting 29 October 2026 for the start of cross-border FRA operational trials and 18 February 2027 for full implementation. ASECNA converted this into an operational action plan. Completed items included delivering Accra workshop conclusions and re-enabling UPR NOTAMs, while updating LoAs, conducting SRAs, reviewing the ATS route network, updating aeronautical charts, implementing local FRA in Kigali FIR, and updating AIP SUPs remain ongoing. Cross-border trials and full implementation are not yet realized.

3.20. The meeting was briefed on the progress of ongoing signing of LoAs. Of 34 total agreements, 7 (20.6%) were completed/signed, 10 (29.4%) drafted and awaiting signature, 10 (29.4%) in progress, and 7 (20.6%) not yet started — giving a 50% completion rate when counting signed plus ready-to-sign agreements.

3.21. ASECNA identified challenges including inter-FIR coordination and regional harmonization, heterogeneous CNS/ATM capacities, civil-military coordination, adaptation of the existing ATS route network, staff training needs, and updates to the regulatory/documentary framework. ASECNA concluded that its experience with implementation of local FRA provides a solid foundation for cross-border implementation, contingent on continued coordination, infrastructure harmonization, safety risk management and civil-military coordination.

AFI ATM Master Plan Project (AAMP)

3.1. The Meeting acknowledged progress made by the PMT and outstanding challenges highlighted. The Meeting recommended that the draft ATM Master Plan be presented at IIM Subgroup to seek concurrence on the proposal to submit its final version to AASPG and request for additional delay to develop the missing documents namely the AFI ATM Vision 2025, the concept of operations and the ATM infrastructure implementation strategy.

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

3.2. The Meeting was updated on activities under the AFI Flight and Flow - Information for a Collaborative Environment (FF-ICE) project, established through APIRG/26 Decision 26/17 (Cotonou, November 2023) to prepare the AFI region for FF-ICE transition by 2034. Since AASPG/1, the PMT's SWIM Terms of Reference and Project Documentation were presented and endorsed by AASPG; and the PMT supported the CANSO Future Skies of Africa SWIM/FF-ICE Workshop.

3.3. The Future Skies of Africa Workshop, co-organized by CANSO and ICAO and hosted by the Uganda Civil Aviation Authority in Entebbe (2–4 December 2025), which gathered 80 participants from15 States to explore how SWIM and FF-ICE will enhance information sharing and support trajectory-based operations. The PMT has since initiated drafting of a phased FF-ICE Roadmap including: **Phase 1 - Preparation and Foundation (2025-**

2028) covering governance structures, implementation planning, awareness campaigns, gap analysis and CONOPS development; **Phase 2 - Initial Implementation (2028-2032)** covering SWIM coordination, system upgrades, training and pre-operational testing; and **Phase 3 - Transition and Full Implementation (2032–2034)** covering full regional deployment, integration with other ATM components, and development of the FPL2012 sunset plan.

3.4. The meeting noted that SWIM remains a key enabler of FF-ICE and must be implemented in alignment with the SWIM roadmap from the Entebbe workshop; and flagged that the PMT is still awaiting publication of FF-ICE implementation guidance (Doc 9965 Vol II), originally planned for end-2024. Broader concerns raised at the ICAO Information Management Panel include potential fragmentation of regional SWIM implementation and future AFTN/AMHS strategic planning linked to the FPL2012 sunset. The meeting requested the ICAO Secretariat to obtain a timeline for the publication of Doc 9965 Vol II.

IATA perspectives of SWIM/FF-ICE implementation in the AFI region (Collaborative approach to FF-ICE implementation in the AFI Region)

3.5. IATA presented its perspectives on SWIM/FF-ICE implementation strategy emphasizing the importance of regional and inter-regional collaboration in support of Flight and Flow Information for a Collaborative Environment (FF-ICE) implementation across the AFI region, as a foundational element of ICAO's transition to Trajectory-Based Operations (TBO).

3.6. The Meeting noted that awareness and understanding of FF-ICE remain limited across many States in the AFI region, ANSPs and aircraft operators, and highlighted the value of learning from regions further advanced in FF-ICE planning, particularly Asia-Pacific as well as from organizations such as the FAA, EUROCONTROL and CANSO. This will avoid duplication of efforts and promote harmonized implementation across FIR boundaries.

3.7. The meeting noted the need to draw lessons from the AFI region's earlier transition to Flight Plan 2012 (FPL2012) identifying recurring risk areas including limited stakeholder awareness, uneven readiness levels among States and operators, delayed system upgrades, inconsistent timelines, and limited regional testing opportunities.

3.8. The meeting was appraised of the current FF-ICE-specific challenges including dependency on enabling frameworks (notably SWIM), limited visibility of stakeholder implementation plans, and the risk of fragmented, uncoordinated implementation if States proceed independently.

3.9. IATA proposed a joint ICAO, FAA FF-ICE awareness webinar series and/or workshops, with participation from IATA, CANSO, EUROCONTROL and other stakeholders, to

introduce FF-ICE concepts, share lessons from FPL2012 and other regions, explain the role of SWIM, and assess stakeholder readiness. This would feed into a five-phase implementation roadmap spanning 2026–2034, progressing from Awareness & Collaboration (2026–2027) through Readiness Assessment, Implementation Framework development, Validation & Trials, and ultimately Regional Deployment (2032–2034).

3.10. The Meeting commended IATA for sharing its vision on the SWIM/FF-ICE implementation project. The Meeting supported the IATA's proposed roadmap while acknowledging the work already done by the SWIM/FF-ICE PMT. The Meeting issued the following draft conclusion to ensure harmonized and coordinated implementation of SWIM and FF-ICE in the AFI region

<table>
<tr><td colspan="6">AAO/SG9 Conclusion 9/02: Enhancement of SWIM/FF-ICE implementation in AFI</td></tr>
<tr><td>Why:</td><td colspan="5">That to ensure regional and inter-regional collaboration and enhance awareness in support of System Wide Information Management (SWIM) and the Flight and Flow Information for a Collaborative Environment (FF-ICE) implementation across the AFI Region</td></tr>
<tr><td>What:</td><td colspan="5">a) IATA's SWIM/FF-ICE proposed roadmap is endorsed.

b) The Secretariat to coordinate the integration of IATA SWIM/FF-ICE's and the regional SWIM/FF-ICE project roadmaps to ensure alignment and effectiveness by 31 December 2026.

c) ICAO, IATA and CANSO to coordinate the conduct of SWIM/FF-ICE awareness webinar series and/or workshops by 30 June 2027</td></tr>
<tr><td>Who:</td><td colspan="5">a) AASPG
b) Secretariat, IATA and SWIM/FF-ICE PMT
c) IATA, CANSO and ICAO</td></tr>
<tr><td>When:</td><td colspan="5">a) 6 November 2026

b) 30 December 2026

c) 30 June 2027</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: Consolidated SWIM/FF-ICE roadmap

Metric 2: SWIM/FF-ICE awareness conducted.</td><td>Means to collect</td><td>1. SWIM/FF-ICE PMT report

2. AAO SG/10 report</td></tr>
</table>

Civil Military Cooperation in ATM/ (CMC)/Flexible Use of Airspace (FUA) Project

3.11. The Meeting was updated on the activities and achievements since AAO/SG8 as well as challenges and future perspectives of the AFI Civil Military Cooperation in Air Traffic Management Project Team (AFI CMC PMT).

3.12. The Meeting noted the outcomes of the AFI CMC/FUA implementation survey which achieved 63% and 50% feedback from WACAF and ESAF respectively.

3.13. The meeting noted key project challenges cited including poor attendance and engagement by some PMT members a; low response rates to ICAO's CMC/FUA survey; time-zone conflicts complicating virtual meetings; and initial lack of harmonization between PMT and ICAO work plans (subsequently resolved).

3.14. The PMT also highlighted the planned activities from AAO/SG9 to AAO/SG10 including; continued template development and gap analysis follow-up; support for the AFI Civil/Military Cooperation/FUA awareness workshop in Dakar (31 August–4 September 2026); generic documents development and validation (Q3–Q4 2026); implementation support to States on a need basis; and presentation of the PMT's report to AAO/SG10. The Meeting supported the incorporation of these activities into the AAO/SG 2026/2027 work programme.

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

3.15. The Meeting was informed of activities conducted by the PBN AORTA PMT since AAO/SG8 as well as achievements.

A PBN and airspace optimization survey was conducted regionwide in 2025. Outcomes of the survey revealed low feedback from States (42% WACAF, 30% ESAF). Other activity of the project team included the AFI PBN Plan review and update in line with GANP 6th Edition as well as the review of the AFI ATS route network catalogue.

3.16. The meeting was recalled that the PMT's mandate covers reviewing the AFI PBN Implementation Plan, optimizing ATS route networks, enhancing PBN-based arrival/departure trajectory design (SIDs/STARs with CCO/CDO) and instrument approach procedures (RNP APCH Baro-VNAV, LPV, RNP AR), and promoting harmonization across FIRs. Between AAO/SG8 and AAO/SG9, the PMT supported States in developing national PBN implementation plans, promoted cross-FIR harmonization, conducted capacity-building workshops in Bujumbura (January 2026) and Accra (April 2026), reviewed and validated revised targets/timelines for the AFI PBN implementation plan, reviewed and rationalized ATS route structures, tracked State-level PBN progress, and conducted gap analyses and performance assessments.

3.17. The meeting noted the progress on route rationalization, where 284 existing regional ATS routes (upper and lower airspace) were reviewed. 62 were proposed for deletion in upper airspace and 11 in lower airspace, with the remaining 211 retained as valid or valid with modification. 45 new regional routes were proposed for inclusion in ANP Volume II. New Areas of Routing #7 (Middle East–WACAF–South America) and #8 (Middle East–Eastern-Southern Africa) were validated, and the Area of Routing #5 was amended/extended to Eastern Africa to accommodate emerging traffic flows from Ethiopia, Kenya, Uganda and Tanzania.

3.18. The meeting further noted the revised work carry out on the AFI PBN implementation plan with emphasis on updates of the implementation targets validated across three horizons: Near-term (2027–2028) – NPIP 100%, RNAV routes 75%, CCO/CDO 75%, RNP APCH APV Baro 80%; Medium-term (2029–2031) – RNAV routes 90%, CCO/CDO 90%, RNP APCH APV Baro 100%; Long-term (2032 and beyond) – RNAV routes 90%, CCO/CDO 100%, RNP APCH LPV 50%. The draft updated AFI PBN implementation Plan is provided as **Appendix 5** to this report.

3.19. The AFI PBN AORTA PMT highlighted existing challenges such as limited technical capacity for PBN design/validation, funding constraints, poor availability/quality of aeronautical and terrain data, and uneven implementation progress across States affecting regional harmonization.

3.20. The meeting noted the planned activities upto AAO/SG10 including the update of the PBN infrastructure implementation strategy, support to State on PBN implementation, airspace redesign/harmonization, support of FRA/UPR connection to terminal trajectories, capacity-building workshops, continued progress tracking, and ATS route catalogue update.

3.21. The Meeting commended the PBN AORTA PMT for the work done. The Meeting encouraged the PMT and the Secretariat to finalize the revision of the infrastructure implementation strategy to be submitted to AASPG/2. The Meeting proposed the following decision in support of updates in AFI PBN implementation Plan:

AAO/SG9 Conclusion 9/03: Update of the AFI PBN Implementation Plan	
Why:	*That to support the harmonized implementation of PBN in the AFI region and ensure alignment with the global air navigation plan*
What:	a) *The second version of the AFI PBN implementation Plan is endorsed.* b) *States are urged to align their National PBN Implementation Plan with the updated regional PBN plan by 30 June 2027.* c) *ICAO to coordinate the dissemination and promotion of the*

	updated AFI PBN Plan by 30 June 2027				
Who:	*a) AASPG* *b) AFI States* *c) ICAO Secretariat*				
When:	*a) 6 November 2026* *b) 30 June 2027* *c) 30 June 2027*				
Implementation following up					
Follow-up required	**Yes** ☒ No ☐	**Metrics**	**Metric 1:** Number of National PBN Implementation Plan (NPIP) aligned with the new AFI PBN plan **Metric 2:** Number of promotion campaigns conducted**.**	**Means to collect**	1. PBN AORTA PMT report 2. AAO SG/10 report

Air Traffic Flow Management Project

3.22. The Meeting was presented with an overview of the formal launch of the AFI Air Traffic Flow Management Project Management Team and its immediate implementation strategy. The ATFM PMT is grounded in APIRG/24 Conclusion 24/43 (Mombasa Roadmap) and formalized through APIRG/27 Conclusion 27/04, mandating establishment of an ATFM implementation project team. The approach builds on the CANSO ATFM initiative and lessons from other ICAO regions rather than duplicating prior efforts.

3.23. The Meeting was informed that the ATFM Project Team was formally launched by ICAO ESAF and WACAF Regional Offices on 3 June 2026, governed through teleconferences supplemented by targeted workshops and physical meetings. The PMT is composed of multidisciplinary experts from AOP, ATM, AIM, CNS and MET domains, though the presentation flagged that CNS, MET and key industry stakeholders (IATA, AFRAA) are not currently represented and proposed expanding membership to close this gap. A five-phase methodology was adopted: (1) Project Initiation (completed at the 3 June kickoff), (2) Project Study, (3) Project Planning, (4) Project Implementation, and (5) Post-Implementation Assessment.

3.24. The meeting was presented with the core tasks of the ATFM PMT including urgent

development of the AFI ATFM Project Catalogue to support the AFI ANS Summit, supporting States in domesticating ATC/airport capacity calculation methodology, developing national guidance material, conducting a regional gap analysis, inter-regional benchmarking, developing technical toolkits, establishing an information-sharing framework, coordinating with other AASPG contributory bodies, and consolidating existing frameworks such as the CANSO Mombasa Roadmap.

CANSO initiative on ATFM

3.25. The Meeting was presented with the CANSO Operational Messaging Platform for ATFM Sharing and Synchronization (COMPASS), an operational coordination environment supporting collaboration between Air Navigation Service Providers (ANSPs) managing cross-border traffic flows which has been developed by Metron Aviation in cooperation with CANSO to support operational coordination and shared situational awareness among participating stakeholders.

3.26. The CANSO tool is expected to address operational challenges such as discrepant, uneven and unharmonized levels of operational information, manual coordinations which lead to ineffective air traffic flow management.

3.27. COMPASS provides a coordination environment where participating stakeholders can maintain a shared operational reference of traffic management activities and related coordination information. Operational coordination information may be entered directly into the COMPASS environment using standard inputs, allowing participation to be scaled according to each stakeholder's operational needs and resources. This approach is intended to accommodate differing levels of operational maturity while remaining extensible to more advanced system-to-system interfacing.

3.28. Operational benefits of COMPASS include:

- Improved data-supported visibility of traffic demand affecting selected operational resources such as an airport or FIR;
- Improved network situational awareness among participating ANSPs;
- Improved visibility of regional TMMs;
- Reduced reliance on fragmented coordination channels for regional coordination Support for collaborative decision-making during regional traffic management activities; and
- A coordination environment that allows optional expansion of operational capabilities as regional ATFM practices evolve.

3.29. CANSO further informed the meeting of the next steps which include the conduct of demo sessions on the tool, collection of feedback from stakeholders for its improvement, and integration of additional features such as FRA and FUA.

3.30. The Meeting commended the AFI ATFM PMT and CANSO for the well-structured project roadmap and for the COMPASS initiative, respectively.

3.31. The following conclusion was proposed in support of ATFM implementation in the AFI region:

AAO/SG9 Decision 9/04: ATFM implementation and monitoring in AFI					
Why:	*That, to ensure a harmonized, collaborative and effective implementation of Air Traffic Flow Management (ATFM) in the AFI Region*				
What:	*a) The list of selected PMT members, including AOP, MET, CNS and Airspace users is endorsed; and* b) *ICAO Secretariat and CANSO to coordinate the utilization of the CANSO COMPASS as a pilot tool to support the ATFM implementation in the region and provide update on its maturity at the next meeting..*				
Who:	*a) & b) AASPG* *b) ICAO and CANSO*				
When:	*a) & b) 6 November 2026* *b) AASPG/3*				
Implementation following up					
Follow-up required	Yes ☒ **No** ☒	**Metrics**	**Metric 1: COMPASS tool Maturity level demonstrated**	**Means to collect**	Secretariat and CANSO

Search and Rescue Technical Expert Team (SAR TET) activities

3.32. The meeting was updated on the activities undertaken since AAO/SG8, including presentation of the team's annual outcomes and future roadmap, finalized and secured AASPG endorsement of SAR generic documents (subsequently shared with States by the Regional Offices), analysed States' Gap Analysis Questionnaire responses (coordinating with State focal points to resolve inconsistencies), and developed a template and criteria for profiling States' SAR maturity (WACAF and ESAF), prioritizing States for assistance missions accordingly.

3.33. Ten States were selected for SAR assistance based on survey performance, including five from WACAF (Central African Republic, DRC, Gabon, Guinea and Sao Tome and Principe) and four from ESAF (Burundi, Comoros Island, Lesotho, Malawi), with lower-

performing States prioritized. Notification letters to the five WACAF States were acknowledged and accepted, and remote assistance has been delivered to them; coordination for the four ESAF States is currently ongoing.

3.34. The Meeting was updated on challenges faced by the team including the limited engagement of some Project Team members in carrying out assigned tasks, and insufficient support from some States in facilitating the effective participation of their nominated members.

3.35. The meeting was further informed of the planned activities up to AAO/SG10 including on-site assistance to the selected States in SAR establishment and implementation; development of SAR project catalogue templates and cost estimates for the ANS Summit; and support in SAR oversight capacity-building workshop.

3.36. The meeting encouraged SAR Project Team members to remain committed to assigned tasks and requested the TET to develop a list of additional states requiring SAR support.

3.37. The meeting supported the proposal for the nomination of Champion States to support and guide on the development and signing of SAR agreement.

3.38. The meeting also called on States to adopt RECs approach in arrangement and signing of multilateral/bilateral agreements. The Meeting finally called on the Secretariat to follow-up and report annually on the status of SAR agreement signing in the region.

Reduction of horizontal separation in AFI FIR (AFI Project 30/10)

3.39. The Meeting noted progress on the project to optimize longitudinal separation minima across FIR boundaries in the AFI region, established in response to AN-Conf/14 Recommendation 3.1/1, targeting 30 NM or less separation in oceanic/remote airspace and 10 NM or less elsewhere. ICAO ESAF and WACAF Regional Offices serve as Programme facilitators, with the project scope covering AFI continental and oceanic airspace (excluding the South Atlantic, coordinated separately by the SAT Group) over a two-year timeframe from June 2026.

3.40. The Meeting noted activities conducted since AAO/SG8 including an awareness webinar (17 March 2026) covering separation principles and the regional ATM status; a regional baseline review identifying discrepancies in ATC service levels, airspace classification and separation values between contiguous FIRs; and, following AASPG/1 Decision 1/06, selection of the PMT against defined qualification criteria (SARPs knowledge, operational separation experience, CNS familiarity, safety risk assessment experience).

3.41. AFI PBCS-30/10 (reduced longitudinal separation) PMT was established and the kick off meeting conducted on 2 June 2026, with 15 members (including 3 coordinators) selected and the project document/roadmap completed. The full list of members is at **Appendix 6**.

3.42. The meeting was informed that the project team has planned activities to be undertaken from the AAO/SG9 meeting to the AAO/SG10 meeting including the development and validation of the feasibility-study tools to be used to conduct a regional gap-analysis survey, the conduct of the opportunity/feasibility studies, and the preparation of the 2027 feasibility study report. The meeting was further informed that subject to a favourable decision, subsequent phases will cover planning support, implementation trials, post-trial assessment and AIRAC-date operationalization.

Developments in the South Atlantic Area

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

3.44. The meeting was informed that the SAT SG held its third meeting virtually (8–10 December 2025), endorsing SAT IMG/SOG activity reports, chairperson elections, the new SAT IMG CNS Technical Working Group, and fast-track approval procedures for SAT operational documentation. An extraordinary virtual meeting (18 June 2026) adopted the second edition of the SAT Procedural Handbook (SAT Doc 001 Ed.2). SAT SG/4 is scheduled for 7–9 December 2026.

3.45. SAT IMG activities noted a 7.2% traffic increase in the SAT area in 2025 versus 2024 (15% in the EUR/SAM Corridor), with SATMA forecasting further increases of 7.2% (2026), 8.0% (2028) and 5.3% (2030). Key developments include PBCS Phase I implementation scheduled for November 2026 in the EUR/SAM corridor, reinstatement of the Atlantic Ocean Random Routing Area Implementation Team (AOIT), endorsement of the second edition of the SAT Contingency Plan, establishment of the SAT Contingency Technical Team (SCTT), and progress on AIDC automated coordination (effective between Abidjan/Accra and Abidjan/Dakar, with further progress between Atlantico/Dakar and Dakar/Sal).

3.46. SAT SOG activities included progress on the RMA Harmonization and Standardization Project, the SAT Delineation Project, the Annual Safety Project, and collision risk assessment (CRA) work, alongside presentation of the AEAG/1 report. The EUR/SAM corridor CRA was calculated at 3.62E-10, well within the 5.00E-9 target level of safety, with a stable trend of 23 recorded Large Height Deviations (LHDs) in 2025, primarily attributed to coordination failures/deficiencies.

3.47. The meeting was presented with identified challenges including limited data provision by States which affected delineation and forecasting projects, coordination deficiencies linked to the CAFSAT network and delayed AIDC implementation, insufficient resource mobilization, and limited opportunities for physical meetings due to a lack of hosting

States.

. **States and Organization initiatives in ATM/SAR**

3.48. The Meeting noted and appreciated the information shared by the States and industry on the developments related to ATM and SAR in each organization. ASECNA updated the meeting on initiatives undertaken to improve the provision of air navigation services in airspace under its responsibility which focused on the PBCS implementation, and the benefits expected in the provision of air navigation services.

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

Update on PBCS Implementation in ASECNA

3.50. ASECNA presented progress on Performance-Based Communication and Surveillance (PBCS) implementation, pursuant to APIRG/22 Conclusions 22/12, 22/13 and 22/45 and SAT IMG Decisions on the EUR/SAM Corridor. PBCS Implementation follows a two-phase approach: **Phase 1 (November 2026)** applying 5-minute/50 NM (or 10-minute/50 NM exception) separation for aircraft meeting PBCS/PBN requirements, and **Phase 2 (March 2027)** applying 30 NM/23 NM (or 10-minute/50 NM exception) separation for RNP4-capable aircraft. Ongoing deployment actions include updating operational documentation and LoAs, aligning ATC systems with PBCS specifications, conducting safety assessments, and training ATC personnel.

3.51. Equipage data for the Dakar Oceanic FIR (2024–2025) show CPDLC, ADS-B and RNP10 approaching saturation (97–99%), with RNP4 equipage rising to 88.5% and RSP180/RCP240 capability reaching approximately two-thirds of traffic. System performance monitoring (February data) showed RCP240 compliance at 99.45% (95% threshold) and 99.61% (99.9% threshold), and RSP180 compliance at 98.03% and 99.56% respectively — both comfortably exceeding the 95% operational-approval thresholds, with only minor shortfalls against the stricter 99.9% benchmarks.

3.52. A separate PBCS readiness survey for the Antananarivo FIR/UIR (March–May 2026, 5,818 flight plans at FL250+) found that while 82.7% of flights are CPDLC-equipped and 75.7% carry ADS-C, only 48.1% hold actual RCP240 approval and 49.6% hold RSP180 approval — highlighting a significant gap between technical equipage and operational State-authority approval for PBCS operations.

3.53. ASECNA highlighted the expected benefits of PBCS implementation as increased airspace capacity, improved flight efficiency and flexibility, reduced fuel burn and emissions, and maintained safety levels through performance-based monitoring.

ACHIEVEMENTS IN AERODROME OPERATIONS AND PLANNING

Aerodrome certification

3.54. The Meeting was updated on the progress of aerodrome certification in the AFI region. As of 30 June 2026, the average certification rate in the AFI region stands at 48.7% (39% in WACAF and 58.4% in ESAF). This is an improvement of 4.2% from the previous year. While progress is being made, the certification rate remains low due to non-compliant infrastructure, limited technical capacity, limited operational procedures, and budget constraints. The meeting was also informed of the initiatives that CASSOA had embraced to support their partner States which include a GAP analysis and targeted support to a State that might be slow in carrying out implementation.

3.55. The Meeting called upon States to commit to the full implementation of aerodrome certification and update their list of international aerodromes in the AFI Air Navigation Plan (ANP).

Aerodrome certification Project Team activities

3.56. The aerodrome certification Project Team reported on the status of the actions to increase the rate of aerodromes certification in the AFI region agreed during the AAO/SG8 meeting.

3.57. The Meeting was appraised that the Project team had reviewed the existing AFI aerodrome certification project document used to assist States/airports and proposed a revised version. The meeting was also updated on the improvements that had been made to the aerodrome certification document through revision. Key changes in the revised Project Document included the enhancement of the approach to core activities with a more structured and streamlined methodology. The revised project document integrates a comparative aerodrome certification compliance benchmarking model; introduction of virtual support to States, allowing for more consistent engagement and technical assistance and increased monitoring mechanisms, including the integration of peer support frameworks. These updates are intended to improve efficiency, ensure better coordination, and support effective delivery of the project objectives by enabling "horizontal" peer knowledge transfer rather than relying solely on top-down technical assistance. The revised aerodrome certification Project document is attached to this Report as **Appendix 7.**

3.58. The Meeting adopted the following Decision

AAO/SG9 Decision 9/05: Endorsement of the revised AFI aerodrome certification Project Document	
Why:	*That to enhance the aerodrome certification activities in the AFI region*
What:	*The revised aerodrome certification Project Document is endorsed.*
Who:	*AASPG*
When:	*6 November 2026*

Implementation following up					
Follow-up required	Yes ☐ **No** ☒	**Metrics**	**Metric 1:** No. of Additional international Aerodromes Certified	**Means to collect**	AAO/SG10

Implementation of GRF in the AFI region

3.59. The meeting recalled that the implementation of the ICAO Global Reporting Format (GRF) for Runway Surface Conditions is critical, enabling harmonized assessment and reporting of runway conditions to support flight crew decision-making and reduce runway excursion risks. Implementation across the AFI region has continued to increase, demonstrating growing commitment by States and aerodrome operators to comply with international standards.

3.60. GRF implementation is included in the ICAO Universal Safety Oversight Audit Programme (USOAP) AGA Protocol Questions (PQs)

3.61. The meeting however noted that some States continues to face challenges in implementing GRF despite its safety benefits. Key obstacles include inadequate training and competency of personnel conducting runway assessments, limited inspection and communication resources, weak coordination among aviation stakeholders, and low awareness of GRF benefits where contaminated runway operations are rare. Additionally, regulatory and oversight gaps, including delayed adoption of GRF requirements, hinder effective implementation. Sustained success requires enhanced training, stakeholder collaboration, regulatory harmonization, effective oversight, and sufficient resource allocation across the region. The status of GRF implementation is indicated in **Appendix 8** to this report.

Implementation of ACR/PCR Methodology for pavement strength reporting

3.62. The Meeting noted with appreciation progress achieved so far in the implementation of the ACR-PCR methodology, which increased from 23.4% to 29.9%. This improvement reflects growing awareness of the importance of standardized pavement strength reporting and the continued efforts of States, and operators to enhance compliance with ICAO requirements. The Meeting further noted that several States are undertaking pavement evaluations and associated activities to support implementation.

3.63. The Meeting acknowledged the support provided to States through targeted ICAO capacity-building and technical assistance initiatives. These include the ICAO Regional Awareness Workshop on Aircraft Classification Rating/Pavement Classification Rating (ACR/PCR) held in Ezulwini, Eswatini, from 2 to 5 June 2026, which gathered aviation professionals of the AFI region to enhance understanding of the ACR-PCR methodology,

share experiences, and strengthen regional technical capacity. The workshop outcomes included the development of an implementation plan and a roadmap to be adopted by ESAF States. The ICAO ESAF Office in collaboration with SASO were tasked to monitor the implementation of the roadmap.

3.64. The Meeting also noted ongoing collaboration between ICAO and the United States Federal Aviation Administration (FAA) aimed at supporting the implementation of the ACR-PCR methodology through the sharing of technical expertise, guidance material, and best practices. In this regard, a joint ICAO-FAA technical engagement planned for September 2026 is expected to further assist States in conducting pavement evaluations, applying ACR-PCR calculation methodologies, and developing sustainable implementation programmes.

3.65. The meeting also acknowledged the virtual support webinars that has been provided by the ICAO WACAF Office on the implementation of the ACR/PCR methodology and emphasized the need for continued capacity-building initiatives, technical assistance missions, and cooperation with international partners to accelerate the implementation in the region. The Status of implementation of ACR/PCR is provided in **Appendix 8** to this report.

Aircraft Classification Rating–Pavement Classification Rating (ACR-PCR) Implementation in SADC States

3.66. The meeting was informed that the ICAO ESAF Regional Office in collaboration with the ICAO Pavement Expert Group, at the invitation of the Government of the Kingdom of Eswatini and SASO, conducted a regional awareness workshop in Eswatini from 2 to 5 June 2026. The awareness workshop was attended by 49 participants from 12 States.

3.67. The Meeting recalled that the AASPG/1 Conclusion 1/08 encouraged States to use the AFI ACR-PCR implementation guide and submit quarterly implementation action plans. The Meeting was appraised that SASO has developed an ACR/PCR implementation guide based on the one adopted by AASPG which follows a phased approach, beginning with national coordination, gap analysis, and regulatory review. Under the same arrangement States are advised to establish national task teams, develop implementation plans, and participate in regional coordination mechanisms. Regulatory frameworks, aerodrome manuals, and procedures were also updated during the process. ***Airport collaborative decision making (A-CDM)***

3.68. The meeting recalled AASPG/1 Decision 1/07, which endorsed the AFI A-CDM Implementation Guide as a means of supporting the harmonized implementation of Airport Collaborative Decision Making (A-CDM) across the AFI region. The meeting further called upon States to utilize the guide to accelerate implementation efforts and improve the current implementation rate, which stands at 28%.

Airport collaborative decision making (A-CDM) Project team activities

3.69. The meeting noted that the A-CDM project team had reviewed and submitted the revised project document to the secretariat. The secretariat indicated that the review process of the document had not been completed and proposed that the document be considered during the next cycle of the project document submission. Meanwhile the meeting called on States to use the A-CDM implementation guide which as endorsed by AASPG/1 in Libreville in November 2025 to carry out A-CDM as the project team would enhance the activities in the targeted States when approved and subject to availability of resources.

3.70. The meeting however noted that implementation of Airport Collaborative Decision Making (A-CDM) in the AFI region remains constrained by several factors despite its recognized operational and efficiency benefits. Key challenges include limited stakeholder awareness, inadequate funding, insufficient technological infrastructure and data-sharing capabilities, and a shortage of skilled personnel. Additional barriers comprise weak stakeholder coordination, lack of supportive policies and implementation frameworks, resistance to change, varying airport maturity levels, limited adoption of related initiatives such as AOP and ATFM, and persistent issues with data quality, interoperability, and real-time information exchange.

Implementation of Runway Safety Teams at Aerodromes

3.71. The meeting was informed that implementation of runway safety programmes across the AFI region has progressed through initiatives conducted by ICAO and Runway Safety partners such as IATA and ACI, However, the meeting noted that runway excursions and runway incursions remain among the highest-risk operational hazards, requiring stronger collaboration between regulators, aerodromes, air navigation service providers and aircraft operators.

3.72. The meeting was informed of an IATA led Runways safety awareness workshop which was scheduled for November 2026 in Ghana and encouraged States to participate.

3.73. The meeting emphasized the importance of States of the AFI region to accelerate the adoption and implementation of the Global Action Plan for the Prevention of Runway Excursions (GAPPRE) and the Global Action Plan for the Prevention of Runway Incursions (GAPPRI), which provide comprehensive recommendations to reduce runway-related accidents and serious incidents.

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

Training and Qualification Project Team activities

3.74. The Training and Qualification Project Team recalled the discussions of the AAO/SG7 meeting, which endorsed the regional training priorities identified by the team. The

Meeting had mandated the team to engage approved training organizations for potential partnerships and cost identification, and to incorporate these priorities and estimated costs into the project document for finalization.

3.75. The meeting noted the updated draft project document, which reflects consultations with regional training organizations and outlines an approach to address key challenges reported by States. Challenges include insufficient funding for aerodrome inspector training, limited availability of specialized training in both English and French languages, insufficient training centers as well as in-house instructors within the AFI region, and high costs associated with training and travel to locations offering the required courses. The draft Aerodrome Operations Training and Qualification Project Document for AGA technical staff is provided at **Appendix 9** to this report. The meeting was informed that the project document will be reviewed by the team during the scheduled quarterly AAO/SG Project Team meeting.

Operationalization of new international aerodromes

3.76. Rwanda submitted to the meeting concerns arising from actual trends in Africa of aging airport infrastructure and growing aviation industry requiring development and operationalization of new and larger airports. The meeting noted that this process requires proper planning, strong regulated and harmonized frameworks for airport decision makers to succeed with airport development projects.

3.77. The meeting was appraised of the challenges faced by States of the AFI region in planning, implementation, timely operationalization of new airports; and how to manage the impact of such projects on a national aviation industry. It was further expressed that operating a new airport requires thorough preparation and active involvement of multifaceted groups of experts critical for the day a new airport opens its operation to air transport.

3.78. The meeting noted that guidance material on implementation of the operational readiness and airport transfer (ORAT) programme provided in Appendix A to ICAO Doc 9184, Airport Planning, is not detailed enough to assist States developing new airports to properly plan and implement ORAT to timely, safely, and efficiently launch operations of a new airport.

The meeting noted that some States had a challenge in successful completing airports certification process given that demonstration of SOPs before certification in phase 3 may not be completed. The meeting called on States with new airports, which have not effectively demonstrated their use, to consider use of interim certificates as provided for in the ICAO Doc. 9774.

Operation of Water Aerodromes in the AFI region

3.79. The meeting noted that the growing regional interest in seaplane and amphibious aircraft operations, driven by marine tourism and the need to connect remote communities, has

highlighted significant regulatory gaps in many States. Most States lack dedicated water airport authorities and specific legislation for water aerodromes, creating uncertainty between aviation and maritime regulations. Emerging technologies, including Advanced Air Mobility and eVTOL aircraft, are expected to increase the use of water-based infrastructure.

3.80. To address these challenges, a formal regulatory framework for water aerodromes, focusing on safety, operational standards, and emergency preparedness is required. Certification and oversight requirements include adequate sea lane dimensions, safe water conditions, proper docking and mooring facilities, and specialized rescue and firefighting capabilities.

3.81. The meeting also noted that water aerodrome operations face challenges such as overlapping jurisdiction between aviation and maritime authorities, lack of standardized maintenance and emergency response practices, environmental concerns, and insufficient technical data on water aerodrome conditions.

3.82. The meeting was informed that there was a job card at the ICAO that was dealing with the issue. The meeting was also informed that Zambia and Uganda had a national framework to regulate water aerodrome operations which they borrowed from some States of the APAC region. The meeting noted that the urgency to have a regional framework while waiting for the upcoming SARPs is critical due to the need in Uganda, Zambia, South Africa, Mauritius, Kenya, Nigeria, Senegal and Tanzania. Establishing clear standards will support the safe and efficient growth of global water-based aviation transportation.

3.83. The meeting therefore agreed on establishing a team to develop regional guidance material using experiences and challenges from States that already have the operations in place. The meeting therefore agreed on the following decision:

AAO/SG9 Decision ***9/06: regional framework for water aerodromes Operations***	
Why:	*That to develop Framework for Water Aerodrome operations*
What:	*a) A project team comprising of Zambia, South Africa, Uganda, UEMOA and Rwanda is Established.* *b) The Secretariat to coordinate the nomination of experts by 31 December 2026.* *c) The project team to submit the proposed draft Regional Framework for Water Aerodrome operations by 30 June 2027.*
Who:	*a) AASPG* *b) ICAO Secretariat* *c) Water Aerodromes Project team*

When:	*a) 6 November 2026* *b) 31 December 2026* *c) 30 June 2027*				
Implementation following up					
Follow-up required	**Yes** ☒ No ☐	**Metrics**	**Metric 1: Draft** *Regional Framework for Water Aerodrome operations*	**Means to collect**	AAO SG 10 Report

Advanced Air Mobility (AAM) in Airport Operations

3.84. South Africa informed the meeting that Advanced Air Mobility (AAM)—highly automated aviation technologies used to transport passengers and cargo in low-altitude airspace—is gaining momentum across the AFI region. Integrating AAM into existing aerodromes was recognized as a practical approach to enhancing transportation networks, reducing reliance on road transport, and accelerating deployment by leveraging existing airport infrastructure rather than constructing new vertiports.

3.85. The meeting noted several benefits of AAM integration, including improved multimodal connectivity through the development of smart mobility hubs, enhanced efficiency in the delivery of goods and services (particularly last-mile logistics), increased accessibility for remote and underserved regions, and strengthened support for emergency and other mission-critical operations.

3.86. The meeting also highlighted key challenges that must be addressed, including the safe integration of highly automated aircraft with conventional air traffic, infrastructure and maintenance requirements, pavement and structural adaptations, gaps in regulatory and certification frameworks, and land-use planning considerations associated with vertiport development.

3.87. The meeting concluded that while AAM offers significant opportunities to improve connectivity, efficiency, and sustainability, its successful implementation will require coordinated action to address operational, regulatory, infrastructure, and planning challenges. The meeting further agreed on the following Conclusion:

AAO/SG9 Decision 9/07: Regional framework for Advanced Air Mobility	
Why:	*That to develop framework for Advanced Air Mobility (AAM) in the AFI region*

<table>
<tr><td>What:</td><td colspan="5">a) A AAM project team composed of Kenya, Senegal, Nigeria, Zambia is established.
b) ICAO Secretariat to coordinate the nomination of experts by 31 December 2026.
c) The AAM project team to submit the proposed draft Regional Framework for Advanced Air Mobility in AFI region by 30 June 2027.</td></tr>
<tr><td>Who:</td><td colspan="5">a) AASPG
b) ICAO Secretariat
c) AAM team</td></tr>
<tr><td>When:</td><td colspan="5">a) 6 November 2026
b) 31 December 2026
c) 30 June 2027</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: Draft Regional Framework for Advanced Air Mobility.</td><td>Means to collect</td><td>AAO SG 10 Report</td></tr>
</table>

Joint Use Civil –Military Aerodromes

3.88. The meeting recalled that the AAO/SG8 identified the need to better understand the challenges associated with the certification and oversight of joint-use civil/military aerodromes in the AFI region.

3.89. The meeting was informed that initial consultations revealed several common challenges, including limited information sharing due to the absence of formal civil-military agreements, inadequate coordination with aviation security (AVSEC) and rescue and firefighting services (ARFF), difficulties in ensuring compliance with civil aviation regulations, and obstacle management issues within operational areas. However, the information collected remains insufficient.

3.90. The Meeting tasked the team to conduct a regional survey and provide recommendations to the next AAO meeting.

3.91. The meeting agreed on the following conclusion:

AAO/SG9 Conclusion 9/08: Joint Use Civil –Military Aerodromes					
Why:	*That to develop framework for oversight of Joint Use Civil –Military Aerodromes in the AFI region*				
What:	*d) A Joint Use Civil –Military Aerodromes project team composed of Mauritania, Nigeria, Senegal, Uganda and Tanzania is established.* *e) ICAO Secretariat to coordinate the nomination of experts by 31 December 2026.* *f) The project team to submit the a draft framework for joint use civil military aerodromes in AFI region by 30 June 2027.*				
Who:	*d) AASPG* *e) ICAO Secretariat* *f) Joint Use Civil –Military Aerodromes Project team*				
When:	*d) 6 November 2026* *e) 31 December 2026* *f) 30 June 2027*				
Implementation following up					
Follow-up required	**Yes** ☒ No ☐	**Metrics**	**Metric 1: Draft Regional Framework for** *Joint Use Civil – Military Aerodromes.*	**Means to collect**	AAO SG 10 Report

Aerodrome operations Project Teams effectiveness

Membership of aerodrome operations (AOP) Project Teams

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

Terms of reference of the AOP project teams

3.93. To enhance the effectiveness of the Aerodrome Certification Project Team, the meeting agreed to revise their Project description documents to more accurately reflect the expected tasks and deliverables, in particular the development of generic documentation

to be used by States or airports during the aerodrome certification process.

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

AGENDA ITEM 4: REGIONAL AIR NAVIGATION PLAN

Update and Status of the Air Navigation Plan (ANP)

4.1. The Meeting was presented with an overview of the AFI Regional Air Navigation Plan (ANP) and the procedural mechanisms governing its amendment, noting that the ANP serves as the bridge between global ICAO SARPs and GANP provisions and States' national air navigation plans and implementation status. Reference was made to the 8th Edition of the GANP, endorsed by the 42nd ICAO Assembly (A42), as the overarching framework guiding regional and State-level air navigation planning priorities.

4.2. The Meeting recalled the categorization of planning elements across the ANP as follows:

i. Volume I – fixed/stable elements requiring formal ICAO Council approval for amendment, including formal allocation of State responsibilities for aerodrome and air navigation infrastructure (per Article 28 of the Chicago Convention) and mandatory regional requirements extending beyond SARPs/PANS.
ii. Volume II – variable/dynamic elements not requiring Council approval, covering operational-level allocation of State responsibilities and medium-term regional provisions established through AASPG regional air navigation agreements, allowing more responsive updates.
iii. Volume III – dynamic, implementation-level guidance aligned with the ASBU framework and GANP technology roadmaps, supporting performance-based, interoperable system modernization across States.

4.3. The meeting highlighted that States and international organizations have, in past years, submitted Proposals for Amendment (PfAs) affecting Volume I without submitting corresponding PfAs for Volume II; meaning that even approved Volume I amendments cannot be reflected in the ANP, because the necessary Volume II data was not actioned. A list of such outstanding PfAs requiring corresponding Volume II data is provided at **Appendix 10** to the Report. The amendment process for the ANP was presented to the meeting. The process is attached to this report as **Appendix 11.**

Development of the NANP template

4.4. The meeting was updated on the progress towards developing a template for National Air

Navigation Plans (NANP), pursuant to AASPG/1 Decision 1/30, which tasked the AAO/SG and IIM/SG with developing a harmonized regional template pending release of an ICAO online template via the GANP Portal. Initial consultations with States have been undertaken to gather information on existing national plans. The meeting was informed about the development of a Concept Note outlining the proposed structure covering strategic vision, governance, and alignment with the regional plan, traffic statistics/forecast as well as current and future air navigation systems. The concept note also includes an implementation roadmap and performance monitoring framework.

4.5. The meeting proposed establishing a joint team of subject matter experts from States (including the ones that have already developed an NANP), industry, and the IIM and AAO Secretariats to develop the template based on the Concept Note, reporting progress to AASPG, with a target completion of Q1 2027 followed by validation workshops in English and French ahead of the next Sub-Group meetings.

4.6. The meeting reviewed and supported the Concept Note on the NANP Template, subject to concurrence of the IIM Subgroup, and requested the AAO Secretariat to coordinate with the IIM Secretariat to expedite template development based on the Concept Note, drawing on volunteer subject matter experts from States—including those with established NANPs.

Update of the ATM/SAR information in the AFI e-ANP Volume I & II

4.7. The meeting was presented with the status of updating ATM/SAR information in the AFI eANP Volumes I and II since AAO/SG8, noting that Volume I (Council-approved in 2016) contains stable elements such as FIR/SRR boundaries and general PBN/RVSM requirements, while Volume II (approved via APIRG/21 Decision 21/04 in 2017) contains dynamic elements including areas of routing, ATS routes, SSR code allocation and RCC/RSC details, amendable without Council approval.

4.8. Regarding the ANP Volume I, the ICAO Regional Offices have consolidated FIR boundary coordinates from responding States and updated the draft Proposal for Amendment (PfA) accordingly. However, updating of SRR boundary coordinates remains incomplete due to data gaps, and Regional Offices are still determining the best method for data collection. The full FIR and coordinates list is at **Appendix 12**.

4.9. Regarding the ANP Volume II, the review of the regional ATS route network (conducted with the AORTA PMT and validated at the April 2026 Accra workshop) assessed 284 existing routes, with 62 upper-airspace and 11 lower-airspace routes proposed for deletion, 211 retained (as-is or modified), and 45 new routes proposed for inclusion (A**ppendix 13**). Areas of Routing were similarly reviewed against 2030 traffic forecasts (6% linear growth assumption), resulting in a proposed modification to AR5 and two new Areas of Routing (#7: Middle East–WACAF–South America; #8: Middle East–Eastern Africa) (A**ppendix 14**). The status of FRA implementation across AFI FIRs is proposed

for incorporation into Volume II (**Appendix 15**), as is consolidated RCC/RSC data from the 2025 SAR data collection campaign led with the SAR TET (**Appendix 16**).

Update of ATM/SAR related elements in the AFI e-ANP Volume III

4.10. The meeting was presented with the status of updating ASBU-related ATM/SAR elements in the AFI eANP Volume III, noting that the eANP template (Volumes I to III) was approved by the ICAO Council in June 2014, that the 2026–2028 edition of the GANP was endorsed via Assembly Resolution A42-6, and that the current edition of AFI eANP Volume III was endorsed under APIRG Conclusion 26/19 in 2023. Volume III contains dynamic/flexible implementation guidance for ASBU-related modernization, complementing Volumes I and II, and its amendment does not require Council approval.

4.11. The ICAO Regional Offices' update exercise, based on State-reported ASBU implementation status, found that information was reported for a limited set of modules; B1-ACAS, B0-APTA, B0-FRTO, B1-APTA, B0-SNET and B1-GADS, while several critical operational-thread elements had no or incomplete input, including APTA-B1/1 (PBN Approach, advanced capabilities), APTA-B1/2 (PBN SID/STAR, advanced capabilities), APTA-B1/4 (CDO-Advanced), APTA-B1/5 (CCO-Advanced), and FRTO-B0/6 (PBN Helicopter Point-in-Space operations). States were urged to provide complete information on these monitored elements. Proposed updates to Volume III are provided at **Appendix 17**.

South African update of the Regional ATS Route Catalogue

4.12. South Africa presented the outcomes of its periodic review of domestic and regional en-route procedures (conventional and RNAV ATS routes), conducted in alignment with the AFI ATS Route Catalogue Review Workshop held in Accra, Ghana (20–22 April 2026), which endorsed the withdrawal and RNAV conversion of conventional ATS routes where applicable. The review, following industry and adjacent State/FIR consultation, identified several conventional routes as operationally obsolete and superseded by PBN route structures, alongside certain suspended routes requiring reactivation for contingency purposes.

4.13. Fifteen conventional ATS routes were identified for withdrawal, spanning consultation with Lesotho, Namibia, Mozambique, Zimbabwe, Botswana and Eswatini. Industry consultation confirmed no objections, as the routes are already unused and consistent with the transition to PBN. In accordance with Annex 11 and AFI ANP coordination procedures, ATNS will initiate formal consultations with the relevant neighbouring States/FIRs regarding associated LoA amendments. Separately, three specific route segments (UA405, UG465, B/UB529) within South African FIRs will be converted to RNAV in line with the regional PBN roadmap, preserving regional network connectivity.

4.14. South Africa also addressed the Atlantic Ocean Random Routing Area (AORRA), whose

introduction led to indefinite suspension of certain conventional routes (UL375, UL224, UL211F) reflected in the South African AIP. These routes are proposed for reactivation—not for normal AORRA operations, but exclusively for contingency scenarios under South African and SAT ATM contingency plans, promulgated via AIP/NOTAM as needed and supported by PANS-OPS-compliant procedure design—to ensure continuity of safe operations under degraded conditions, consistent with Doc 4444 and Annex 11.

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Annual Air Navigation Report

4.15. The Meeting was informed that the first edition of the AASPG annual report (AAR) is completed and will be soon released. It was highlighted that the first edition covers the Aviation Safety Report and the Annual Air Navigation Report combined in a single report to reflect the new regional aviation system context. It was reminded that the air navigation part focuses on the status of implementation of Basic Building Blocks (BBB) as well as Aviation System Block Upgrade (ASBU) implementation progress in the AFI region and regional aviation initiatives. It was recognized that while the proposed topics were relevant, the data and information collection remain a persistent challenge.

Update on the Amendment of ICAO Annexes and PANS (

4.16. The meeting was briefed with a summary of recent amendments to ICAO Annexes and PANS documents relevant to AAO activities, a summary of which is presented as **Appendix 18**.

AGENDA ITEM 5: AIR NAVIGATION DEFICIENCIES

AFI Minimum reporting areas

5.1 The Meeting was updated on the status of the reporting mechanism for air navigation deficiencies in the AFI region, recalling the ICAO Council's approval, on 30 November 2001, of the uniform methodology for identification, assessment and reporting of such deficiencies, under which States, international organizations and ICAO Regional Offices are required to report deficiencies.

5.2 The Meeting recalled the definition of a deficiency as a situation in which a facility, service or procedure fails to comply with an approved regional air navigation plan or related ICAO SARPs, with a resulting negative impact on the safety, regularity and/or efficiency of international civil aviation.

5.3 The meeting was reminded that Air Navigation deficiencies are identified and reported using the minimum reporting areas in AOP, ATM, AIS, CNS MET and SAR. The meeting was presented with proposed amendments to the list of Minimum Reporting Areas(MRA) in AOP, ATM and SAR areas. The Meeting proposed updates in AOP, ATM and SAR to enhance air navigation deficiency reporting in AANDD. The Meeting requested

coordination with the IIM Subgroup prior to AASPG consideration. The coordination was subsequently done at IIM SG/9. The updated list of Minimum Reporting Areas with AOP and ATM and SAR input is at **Appendix 19.** The meeting agreed on the following Decision;

AAO/SG9 Draft Decision 9/09: Updated list of Minimum reporting Areas					
Why:	*That to support the timely and effective identification, analysis, notification and resolution of air navigation deficiencies*				
What:	a) *The updated list of minimum reporting areas is endorsed*				
Who:	*a) AASPG*				
When:	*a) 7 November 2026*				
Implementation following up					
Follow-up required	**Yes** ☒ No ☐	**Metrics**	**Metric 1:** MRA updated in AANDD	**Means to collect**	AAO SG 10 report

Status of the AFI Air Navigation Deficiencies Database

5.4 The Meeting was updated on the status of the reporting mechanism for air navigation deficiencies in the AFI region, recalling the ICAO Council's approval, on 30 November 2001, of the uniform methodology for identification, assessment and reporting of such deficiencies, under which States, international organizations and Regional Offices are required to report deficiencies within their areas of expertise for consolidation and submission to AASPG.

5.5 The meeting recalled the definition of a deficiency as a situation in which a facility, service or procedure fails to comply with an approved regional air navigation plan or related ICAO SARPs, with a resulting negative impact on the safety, regularity and/or efficiency of international civil aviation.

5.6 The meeting noted that the AFI Air Navigation Deficiencies Database (AANDD), a web-based platform accessible at https://aandd.icao.int and hosted on the ICAO ESAF and WACAF Regional Office websites, supports this reporting process, with nominated State and Organization Focal Points responsible for reporting, supplemented by deficiencies identified by Regional Offices.

5.7 The meeting noted persistent underreporting, outdated entries and inconsistent State participation, along with a need for greater use of deficiency data in performance monitoring. Recently reported deficiencies span the CNS, AOP, ATM, AIM and SAR

categories. Contributing factors identified include limited root cause analysis (reflecting weak coordination between regulators and service providers), resource constraints, competing national priorities, and inadequate follow-up and monitoring.

5.8 The meeting was updated on the status in the Aerodrome Operations (AOP) area as follows: 4 deficiencies have been notified, of which 2 have been resolved, 1 confirmed as preliminary, and 1 pending review. In ATM, 8 deficiencies were reported, with 5 rejected, 2 confirmed as preliminary, and 1 pending further information. In SAR, 6 notifications were received, of which 2 were confirmed and 4 remain pending further information.

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

6.1 The meeting was updated on the outcomes of discussions between the Airspace and Aerodrome Operations (AAO), Information and Infrastructure Management (IIM), and Safety Management and Oversight (SMO) Sub-Groups, proposing a structured framework to strengthen alignment across the three bodies.

6.2 The meeting noted that while AAO/SG serves as the technical platform for operational efficiency, capacity and aerodrome-airspace interface management, effective implementation of its outputs depends heavily on alignment with IIM (responsible for aeronautical information lifecycle management, digital data exchange and SWIM integration) and SMO (responsible for safety oversight, safety risk management and compliance monitoring). Fragmentation across these domains has led to inconsistent implementation, particularly regarding aerodrome-airspace integration datasets, runway safety and operational risk mitigation, and digital information exchange supporting decision-making.

6.3 Drawing on the interdependencies reflected in ICAO Annexes 11, 14, 15 and 19, four key coordination gaps were identified:

- Fragmented data governance; inconsistent integration of aerodrome data into ATM systems and a lack of harmonized digital data models across Sub-Groups;
- Limited safety feedback loops: safety findings from SMO not systematically informing AAOSG operational planning, resulting in reactive rather than predictive safety interventions;
- Parallel, non-synchronized work programmes: independently developed work plans across AAOSG, IIM and SMO, leading to duplication of effort and missed synergies; and
- Weak implementation tracking: absence of joint monitoring indicators aligned with GANP performance areas (KPIs).

6.4 To address these gaps, the establishment of a centralized monitoring mechanism for conclusions and decisions applicable across AASPG and its contributory bodies was proposed. The mechanism will ensure traceability from adoption through implementation,

clear assignment of responsibilities and timelines, and improved visibility of progress for decision-makers which would include a centralized dashboard platform to support monitoring, reporting, and follow-up action was proposed.

6.5 The meeting also called on the Project Management Teams to identify linkages between their activities and those falling under the IIM/SG and SMO/SG and report to the AAO/SG10 for incorporation in the mechanism.

Outcomes of AEAG/1 and future perspectives

6.6 The meeting was updated on the outcomes of the first meeting of the AFI ATS Events Analysis Group (AEAG/1), held in Libreville, Gabon, from 13 to 17 October 2025. AEAG was established pursuant to APIRG/27 and RASG-AFI/10 Conclusion 6/04 as the regional mechanism for harmonized collection, validation and analysis of ATS safety events across the AFI region, in support of ICAO Annexes 11, 13 and 19 and the objectives of the GASP and GANP. AEAG/1 established the first consolidated regional baseline of trends, contributing factors and priority actions based on validated 2023–2024 ATS event data.

6.7 The meeting recalled the AEAG framework as providing a structured and harmonized methodology; covering ATS incidents, in-flight emergencies, in-flight contingencies and ATC contingencies for collaborative safety event analysis involving States, ANSPs, ICAO, AFI RSOOs and airspace users.

6.8 The meeting noted that AEAG/1 reviewed 455 ATS-related events (321 in 2023 and 134 in 2024), with the year-on-year variation attributed to uneven reporting maturity, delayed submissions and inconsistent classification practices; approximately 6% of the dataset remained affected by data quality limitations.

6.9 The meeting was informed of key safety trends identified including weather-related hazards as the principal systemic hazard across multiple in-flight emergency categories; persistent wildlife hazards, including bird strikes; communication vulnerabilities (particularly Facility-COM) as the leading driver of ATS incidents such as AIRPROX, Large Height Deviations and Loss of Separation; and runway safety vulnerabilities, notably runway incursions, as the leading ATC contingency. Recurring contributing factors spanned human performance and situational awareness limitations, communication and coordination breakdowns, procedural non-compliance, technical/equipment reliability issues, and airspace/operational constraints affecting workload.

6.10 The meeting was informed that, AEAG/1 adopted safety recommendations to strengthen ATC proficiency and human performance programmes, improve airspace design, assess Aeronautical Mobile Service performance, and strengthen wildlife hazard management; and organizational recommendations to expand AEAG participation to AGA and OPS experts, ensure standardized and timely event reporting, promote inclusive participation,

and reactivate the Tactical Action Group (TAG).

6.11 The meeting was further informed that the priorities for 2026–2027 include strengthening regional data collection and sharing, improving analytical capability and data quality, enhancing multidisciplinary participation, reinforcing FIR-to-FIR coordination, and supporting implementation of regional safety recommendations. AEAG/2 is scheduled for 12–15 October 2026 in N'Djamena, Chad and the seventeenth meeting of the Tactical Action Group (TAG17) is scheduled on 16 October in the same venue.

6.12 The Meeting took note of the update provided on the AEAG activities and commended the group for the outcomes of the ATS events analysis and proposed actions that will support the reduction in adverse safety trends identified. The Meeting further called on States and airspace users to support the AEAG initiatives through timely sharing of ATS events.

OTHER AIR NAVIGATION ISSUES IN THE REGION

Update on ATM Contingency Planning and Management in the AFI region

7.1 The meeting was updated on ATM contingency events in the AFI Region since AAO/SG8 and on global efforts to strengthen contingency planning and management. Under AFI ANP Volume I, ICAO is tasked with coordinating contingency action when a State cannot adequately discharge its responsibility for ATS provision, in coordination with adjacent States and relevant international organizations. Since AAO/SG8, five ATM contingency events occurred in Niger, Sudan, DRC, Mali and Togo, plus a Level 1 contingency activation in Nairobi FIR (16–17 February 2026) due to industrial action by Kenya CAA staff, resolved within about 36 hours without regional CCT activation.

7.2 The meeting was also appraised of other notable events like the ongoing Khartoum FIR contingency over South Sudan (since April 2023, no ATS above FL245 on designated contingency routes), the Niamey FIR contingency (since July 2023, with certain States' flights banned from Niger airspace), and the January 2025 closure of Goma TMA in Kinshasa FIR. A detailed log of contingency events since 2022, including deficiencies identified (e.g., delayed or ambiguous NOTAM issuance), was provided.

7.3 The meeting was notified that ICAO HQ convened a workshop in Montreal (9–13 February 2026) to finalize a draft Regional ATM Contingency Management Framework (RACF) template, intended to harmonize and improve timeliness of regional contingency response and to feed into the broader ICAO Crisis Management Framework.

7.4 Consequently, a dedicated AFI regional workshop on the RACF is scheduled for 31 August to 4 September 2026, with drafts of the contingency plans to be submitted to AASPG

during 2026–2027.

ADS-B Height keeping Monitoring in AFI

7.5 The meeting was presented with findings on ADS-B carriage rates in the AFI Region, in response to APIRG/27 & RASG-AFI/10 Conclusion 6/10 on safe implementation of resilient ADS-B operations, following APIRG/22 Conclusion 22/40's mandate for ADS-B Extended Squitter 1090 equipage across AFI RVSM airspace (June 2023) and the wider AFI region (January 2025). The presentation also followed up on ARMA's earlier AAO/SG7 proposal to use ADS-B data for RVSM height monitoring via Altimetry System Error (ASE) calculation.

7.6 The meeting was informed that a Study Group (comprising AAO/IIM Secretariats, relevant PTCs, ARMA, IATA, AFRAA, ASECNA and ATNS) was tasked at the joint APIRG/27 & RASG-AFI/10 session with gathering equipage and GNSS signal data, but had not reported by AASPG/1 due to data limitations; the ICAO Secretariat subsequently undertook the data collection itself, drawing on Aireon space-based ADS-B data (2022–2025, FL180–FL660) combined with traffic movement statistics. For FIRs providing traffic data (representing 60% of regional upper-airspace traffic), the average ADS-B carriage rate was found to be 86%.

7.7 The meeting was also updated on GNSS Radio Frequency Interference (RFI) where the data from EASA and States of the AFI region indicated the overall level remains low, though recurring cases were reported in Central Africa (in the Kinshasa FIR) and the Horn of Africa in 2024–2025, with persistent events in Asmara and Mogadishu FIRs in 2026; no reports indicate significant impact on flight operations or height-keeping to date.

7.8 The meeting concluded that while ADS-B carriage rates are reasonably high, using ADS-B for RVSM height-keeping monitoring requires safety risk mitigations related to GNSS reliability, potentially using criteria such as Navigation Integrity Category (NIC) and GNSS RFI mitigation procedure to assess data quality. As an interim measure, both the Enhanced Generation 2 GPS Monitoring Unit (E2GMU) and ADS-B could be used by ARMA to calculate ASE, with E2GMU-based data collection funded on a cost-recovery basis by aircraft operators, who should communicate their monitored fleet lists to ARMA.

7.9 The Meeting commended the secretariat for the work done and acknowledge challenges related to data collection in support of RVSM airspace studies. The Meeting considered the proposed solution as deemed effective and applicable and therefore issued the following proposed conclusion accordingly

AAO/SG9 Conclusion 9/10: Enhancement of the RVSM Height Keeping Monitoring in the AFI region					
Why:	*That to enhance the safe implementation of aircraft height keeping monitoring in RVSM airspace in the AFI region*				
What:	a) *The use of E2GMU and ADS-B methodologies for aircraft height keeping monitoring is endorsed.* *b) States and Air Operators to coordinate with ARMA the list of their aircraft eligible for E2GMU only by 30 June 2027.*				
Who:	*a) AASPG* *b) Air Operators and ARMA*				
When:	*a) 6 November 2026* *b) 30 June 2027*				
Implementation following up					
Follow-up required	**Yes** ☒ No ☐	Metrics	**Metric 1:** Number of aircraft eligible for E2GMU only.	Means to collect	AAO/SG 10 report

Inclusion of SLOP in AFI RVSM Collision Risk Assessment

7.10 ARMA made a presentation on the benefits of incorporating the Strategic Lateral Offset Procedure (SLOP) into collision risk assessment calculations for AFI RVSM airspace. SLOP allows aircraft to offset slightly (typically to the right) from the centreline of an airway, mitigating the increased collision risk arising from highly accurate GPS-based navigation, and can reduce vertical collision risk by up to 30% by lowering the probability of Large Height Deviations from wake turbulence encounters and other operational errors.

7.11 The meeting was briefed that five FIRs in the AFI region have not yet implemented SLOP namely Addis Abba, Asmara, Dar Es Salaam, Lilongwe, Mauritius, Nairobi and Windhoek, which currently precludes its inclusion as a mitigating factor in the Target Level of Safety (TLS) calculation for AFI RVSM airspace, an area where the region has already faced challenges in meeting the TLS post-RVSM implementation.

7.12 ARMA proposed conducting workshops to encourage the remaining States to implement SLOP, noting that practical SLOP operations do not pose a safety risk to ATM.

7.13 The Meeting took note of the proposed strategy for the improvement of safety in RVSM as well as the remaining FIRs that are yet to implement SLOP. The meeting proposed the following conclusion in support of and implementation and use of SLOP in AFI RVSM operations

<table>
<tr><td colspan="6">AAO/SG9 Conclusion 9/11: SLOP implementation and usage in AFI RVSM</td></tr>
<tr><td>Why:</td><td colspan="5">That to improve safety in AFI RVSM airspace as well as the accuracy and consistency of AFI RVSM Target Level of Safety (TLS)</td></tr>
<tr><td>What:</td><td colspan="5">a) The proposed incorporation of the Strategic Lateral Offset Procedure (SLOP) in the TLS calculation for AFI RVSM is endorsed;
b) ARMA to provide support to States on the implementation of SLOP by 31 May 2027
c) States that have not yet done so are urged to implement SLOP in their RVSM airspace by 30 June 2027; and

d)</td></tr>
<tr><td>Who:</td><td colspan="5">a) AASPG
b) ARMA ,
c) Ethiopia, Eritrea, Kenya, Malawi, Mauritius, Namibia and the United Republic of Tanzania
d)</td></tr>
<tr><td>When:</td><td colspan="5">a) 6 November 2026
b) 31 May 2027
c) 30 June 2027</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:
Revised AFI RVSM TLS
Metric 2:
Number of States with SLOP implemented

Metric 3:
Number of assistances provided to States on SLOP implementation.</td><td>Means to collect</td><td>ARMA annual safety report

AAO/SG 10 report</td></tr>
</table>

Adoption of a cost sharing approach towards Project implementation in the AFI region

7.14 Ghana presented a proposal for a cost-sharing approach to enhance the swift conduct of assistance missions by AFI Project Teams, responding to funding constraints identified in the AASPG/1 report and recalling APIRG/20 and APIRG/21 recommendations, including

Conclusion 20/49, on exploring assistance and funding mechanisms.

7.15 According to Ghana, despite continued donor support, funding for Project Team activities has become a significant constraint, reducing the number of States able to benefit from assistance missions. Ghana proposed that beneficiary States contribute to mission costs through accommodation, flight tickets or other in-kind support enabling Project Teams to reach more States within a given period, while also fostering greater commitment and collaboration among management, technical personnel and project team members as stakeholders.

7.16 Ghana proposed that this approach be formalized through MoUs between ICAO and individual States or groups of States for specific, tangible projects.

AGENDA ITEM 7: IMPLEMENTATION CHALLENGES OF THE AAO/SG

7.16 The meeting recalled that the Airspace and Aerodrome Operations Subgroup (AAO/SG) under the AASPG continues to play a vital role in advancing safe, efficient, and harmonized airspace and aerodrome operations across the AFI region.

7.17 The meeting noted that despite progress in implementing ICAO SARPs, significant implementation challenges remain. The meeting was informed that that significant implementation challenges facing the AAO/SG include uneven implementation of ICAO Standards and Recommended Practices (SARPs) across States of the AFI region, limited institutional and technical capacity, inadequate financial and human resources, weak regulatory and safety oversight frameworks, insufficient stakeholder coordination and engagement, delays in the implementation of airspace optimization and Performance-Based Navigation (PBN) initiatives, and challenges in aerodrome certification processes, ACR/PCR Implementation and Runway safety initiative actions.

7.18 The meeting also noted that the root causes include inadequate institutional capacity, limited technical expertise, insufficient financial resources, weak stakeholder coordination, varying levels of regulatory oversight, and uneven implementation of ICAO requirements among States. It further noted that these challenges adversely affect regional interoperability, safety performance, and operational efficiency. A summary of the root causes and proposed actions is included in **Appendix 20** to this report.

7.19 The meeting called for strengthened institutional capacity, sustained investment, targeted implementation support, enhanced safety oversight, and stronger stakeholder engagement as key solutions to address the identified challenges and improve implementation outcomes across the region.

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

8.1 The Meeting commended ICAO on the recent activities related to support in the

implementation of SARPS as well as the acceptance of two experts in AOP from Zambia and Uganda to join the Working Groups of the Aerodrome Design and Operations Panel (ADOP).

8.2 The Meeting noted the need to enhance guidance materials for operationalization of newly developed airports and air navigation facilities, integration of AAM in Aerodrome operations. SWIM and FF-ICE implementation. The meeting called on ICAO to support the region with expertise in these areas.

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

Terms of Reference of the Sub-Group

9.1 The Meeting while reviewing the Terms of Reference of the subgroup, observed few areas that might have been erroneously left out during the transition from APIRG to AASPG.

9.2 To avoid rushing through the activity, the meeting proposed that the areas be discussed during the quarterly AAO/SG meetings and submitted in the next AAO/SG meeting for consideration.

Work programme of the Sub-Group

9.3 The Secretariat presented the proposed future work programme of the AAO/SG which highlighted the main activities to be conducted such as coordination with project teams, review of the Project's progress as well as activities of the AAO/SG10. The meeting agreed on the proposed AAO/SG work programme as provided at **Appendix 21** in this report. The following Decision was formulated:

AAO/SG9 Decision 9/12: Future work programme of AAO Subgroup					
Why:	*That, to enable the AAO Subgroup effectively support AASPG in discharging its responsibilities*				
What:	*The future work programme of the subgroup is endorsed.*				
Who:	*AASPG*				
When:	*6 November 2026*				
Implementation following up					
Follow-up required	Yes ☐ **No** ☒	Metrics	**Metric 1:** N/A	Means to collect	N/A

AGENDA ITEM 10: REVIEW OF THE DRAFT CONCLUSIONS/DECISIONS/ACTIONS OF THE NINTH MEETING OF THE AIRSPACE AND AERODROME OPERATIONS SUB-GROUP

(AAO/SG 9)

10.1 The Meeting reviewed and adopted four (4) Conclusions and seven (7) Decisions for submission to AASPG/2. The Meeting further endorsed the associated implementation actions and requested States, Organizations, Project Management Teams, and the Secretariat to take the necessary follow-up actions in accordance with the timelines specified in this Report. The summary of the Conclusions and Decisions of AAO/SG9 is provided at **Appendix 22.**

AGENDA ITEM 11: ANY OTHER BUSINESS

11.1 The meeting did not have any other item to be discussed by the subgroup

Closing ceremony

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

11.3 The Meeting was officially closed by the Chairman of the AAO/SG Mr. Nathan Kaluba who thanked the participants for the active engagement during the five days. Mr. Kaluba also expressed his gratitude to the AAO/SG for giving him an opportunity to lead the group for two consecutive terms and wished the new leadership success.

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