INTERNATIONAL CIVIL AVIATION ORGANIZATION

Second Meeting of the Africa – Indian Ocean Aviation System Planning and implementation Group (AASPG)

Livingstone, Zambia, 2 – 6 November 2026

Agenda Item 4: Implementation of air navigation goals, targets and indicators, including the priorities set in the regional air navigation plan

4.1. Outcomes of the Ninth Meeting of the Airspace and Aerodrome Operations Sub-Group (AAO/SG9)

Presented by Secretariat

Summary
This paper presents the outcomes of the Ninth Meeting of the Airspace and Aerodrome Operations Sub-Group (AAO/SG9) of the AASPG, held from 13 to 17 July 2026 in Nairobi, Kenya. The Meeting elected the Chairperson and Vice Chairperson of the Sub-Group, reviewed the status of implementation of AASPG/1 conclusions and decisions applicable to the Sub-Group, assessed achievements in airspace and aerodrome operations, reviewed the status of air navigation deficiencies and the AFI-ANP, the status of implementation of ASBU elements and discussed implementation challenges affecting the AFI region. Action by the Meeting is at **paragraph 3**.
REFERENCE(S): ▪ ICAO GANP Vol.8 Doc.9750 ▪ AASPG/1 Report ▪ AAO/SG8 Report

Strategic Goals	*A. Every Flight is Safe and Secure* *B. Aviation is Environmentally Sustainable* *C. Aviation Delivers Seamless, Accessible, and Reliable Mobility for All* *D. No Country is Left Behind* *F. The Economic Development of Air Transport Assures the Delivery of Economic Prosperity and Societal Well-Being for All*

1. INTRODUCTION

1.1 The Ninth Meeting of the Airspace and Aerodrome Operations Sub-Group (AAO/SG9) was held in Nairobi, Kenya, from 13 to 17 July 2026, with the participation of eighty-three (83) experts from nineteen (19) States of the AFI region and eleven (11) regional and international organizations.

2. DISCUSSION

2.1 The Meeting discussed eleven (11) agenda items as reflected in the Report of the Meeting presented as **Appendix 1** to this Working Paper and reflected at

https://www.icao.int/ESAF/meetingdocs?fid=94474. Mr. Nathan Kaluba (Zambia), AAO/SG Chairperson presided over the Meeting along with Adama Sanogo, the vice chairperson of the Sub-Group.

2.2 The Meeting reviewed the status of the implementation of the conclusions and decisions applicable to the AAO/SG. The status of implementation of AAO/SG Projects, ASBU elements and reporting of Air Navigation Deficiencies applicable to AOP and ATM/SAR were also discussed. The Meeting further reviewed achievements made by the AAO/SG, the status of the ANP as well as the challenges encountered.

2.3 Twelve (12) draft Conclusions/Decisions were adopted by the AAO/SG9 Meeting. This paper presents the outcomes of the Meeting for consideration.

Election of the Chairperson and Vice Chairperson

2.4 The Meeting was informed that the current bureau had served the two terms as provided for in the AASPG Procedural handbook and elected a new Chairperson and Vice Chairperson. The Meeting agreed on the following draft Decision:

Draft AASPG/2 Decision 2/xx: Election of the Chairperson and Vice Chairperson of the AAO Sub-group					
Why:	*That, to ensure continuity of the Sub-Group activities,*				
What:	*Mr. Adama Sanogo, ASECNA Representative in Côte d'Ivoire and Ms. Suzan Nafuna Principal Aerodrome Inspector, Uganda CAA 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

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

2.5 The Meeting reviewed the implementation status of AASPG/1 Conclusions and Decisions applicable to AAO/SG, noting that AASPG/1 adopted 33 Conclusions and Decisions in total, with 8 Conclusions and 4 Decisions relevant to the AAO/SG. Of these, 30% were fully implemented, 59% were initiated and ongoing, and 11% had not yet commenced. The Meeting also reviewed the status of implementation of AAO/SG8 Conclusions and Decisions as well as outstanding conclusions and decision of APIRG/20-27 applicable to the AAO/SG. Detailed status information is provided in **Appendix 2, 3** and **4** to this Working Paper.

Agenda Item 3: Achievements in Airspace and Aerodrome Operations

Status of implementation of applicable ASBU Elements

2.6 The Meeting noted continuing progress in the implementation of Aviation System Block Upgrade (ASBU) elements and welcomed the increased use of both the iSTARS reporting platform as well as the AFI Air Navigation Deficiencies Database (AANDD)platform.

2.7 The Meeting emphasized that enhanced awareness among States regarding ASBU framework remains essential to strengthening engagement and ensuring more consistent reporting. The

Meeting urged the Secretariat to issue regular reminders to States on the timely update of their ASBU implementation dashboards.

AFI ANS Summit

2.8 The Meeting reviewed the progress achieved in preparations for the AFI ANS Summit. The Meeting was informed that the ANS Summit Secretariat and three project teams have been established to develop survey tools, project templates, and project management frameworks. The Meeting noted that the key activities for the summit include a regional survey, project template validation, and review of aviation infrastructure gap analysis results, culminating in a consolidated AFI ANS Master document for endorsement by AASPG.

2.9 The Meeting underscored the need for a synergistic, coordinated approach among stakeholders to avoid duplication with parallel initiatives, in line with AASPG/1 Conclusion 1/27. The survey questionnaire on region's priority ANS projects was distributed to participants. It is anticipated that the results of the survey will support the summit activities.

ACHIEVEMENTS IN AIRSPACE OPERATIONS

Status of ATM/SAR Projects

2.10 The Meeting was provided with the latest overview on the progress status of ATM/SAR project teams activities since AAO/SG8 which include eight ATM projects and one SAR Technical Expert Team (TET).

Free Route Airspace Project Management Team (FRA PMT) activities

2.11 The Meeting noted significant progress in Flexible Use of Airspace initiatives across the AFI region, including the successful implementation of 37 User Preferred Routes (UPRs) in WACAF and ongoing ESAF UPR trials. The Meeting was informed that Local Free Route Airspace (FRA) implementation has reached about 40% of AFI FIRs, with advances in several FIRs and continued projects in Windhoek, Lusaka, Harare, and Kinshasa.

2.12 The Meeting noted that various workshops have taken place including: ATS Route Catalogue Review Workshop (20–24 April 2026) and an updated cross-border FRA roadmap. The roadmap targets cross-border FRA trials by 29 October 2026 and full implementation by 18 February 2027.

2.13 The Meeting was briefed of 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.

2.14 The Meeting noted some issues requiring consolidation such as uneven FRA maturity, coordination issues, coordinates validation, resource constraints that limit the holding of in person coordination Meetings to review Safety Risk Assessments (SRA) as well as Meetings to discuss and agree on Letters of Agreements (LoA).

ASECNA initiatives of FRA implementation

2.15 ASECNA reported at the Meeting some significant progress in Free Route Airspace (FRA) implementation as follows:

- Phase I, launched in 2019, included UPR trials across eight FIRs from 2023 to 2025 involving nearly 2,000 flights by five African airlines, with positive outcomes. Local FRA was fully implemented in all ASECNA-managed FIRs on 25 January 2024.

- Phase II, focusing on cross-border FRA, which, is advancing across several FIRs, guided by a roadmap targeting trials from 29 October 2026 and full implementation by 18 February 2027.

2.16 The Meeting was also appraised that progress on LoAs had reached 50%, although coordination, infrastructure harmonization, civil-military cooperation, training, and regulatory updates continue to cause implementation delays.

AFI ATM Master Plan Project (AAMP)

2.17 The Meeting recalled that as of June 2025, the AFI ATM Master Plan revision was at 95% complete with full completion not achieved due to low member commitment. The PMT's 2026 work programme has also advanced slowly constrained by reduced participation, expert shortages, virtual coordination challenges, and delayed onboarding of focal points. To accelerate progress, the PMT proposes in-person workshops through WACAF and ESAF Regional Offices.

ATM Contingency Plan PMT (ATM CP PMT) activities

2.18 The Meeting was informed of the various ATM Contingency activities undertaken by the PMT, ICAO ESAF and WACAF Regional Offices as well as coordination with FIRs adjacent to the AFI region. Some of the activities included the establishment of a new contingency route in Khartoum FIR airspace over South Sudan above flight level 245; the management of contingency events including three new occurrences in Democratic Republic of Congo, Mali and Togo and the ongoing ones in Niger and South-Sudan.

2.19. The Meeting was also informed that to align with the provisions of the ICAO Annex 11 - *Air Traffic Services*, in line with the airspace resilience arrangement framework called by the 14th Air Navigation Conference, the revision of the AFI ATM CP will be moved from the regional ATM contingency plan to a regional ATM contingency arrangement framework (RACF).

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

2.20. The Meeting reviewed progress on the AFI FF-ICE project established under APIRG/26 Decision 26/17 to support regional transition to FF-ICE by 2034. The Meeting noted key achievements including endorsement of SWIM governance and project documentation, support for the CANSO SWIM/FF-ICE Workshop, and outcomes from the Future Skies of Africa Workshop involving 15 States. A phased FF-ICE Roadmap for 2025–2034 is being developed.

2.21. The Meeting emphasized SWIM as a critical enabler, noted concerns over regional implementation coordination and FPL2012 transition planning, and requested a publication timeline for ICAO Doc 9965 Vol. II.

2.22. 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 agreed on the following:

Draft AASPG/2 Conclusion 2/xx: Enhancement of SWIM/FF-ICE implementation in the AFI region	
Why:	*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,*

<table>
<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) 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: Consolidated SWIM/FF-ICE roadmap completed
Metric 2: Number of SWIM/FF-ICE awareness activities conducted.</td><td>Means to collect</td><td>1. SWIM/FF-ICE PMT report
2. AAO/SG10 report</td></tr>
</table>

Civil Military Cooperation in ATM activities

2.23. The Meeting reviewed the activities, achievements, challenges, and future plans of the AFI Civil Military Cooperation in Air Traffic Management Project Management Team (AFI CMC PMT) since AAO/SG8.

2.24. The Meeting appreciated that the PMT had developed a workplan, assigned template-development tasks, finalized a gap-analysis survey tool, and collected initial State responses. The Meeting was informed that the planned activities of the PMT from AAO/SG8 to AAO/SG10 include development of templates and documents, holding of workshops, gap-analysis follow-up, implementation support to States, and reporting progress to AAO/SG10 in July 2027.

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

2.25. The AORTA PMT reported significant progress since AAO/SG8 which included support to States in development of PBN implementation plans, promotion of cross-FIR harmonization, conduct of workshops, and reviewing of regional ATS route structures. Detailed AFI PBN Plan is attached as **Appendix 5** to this Working Paper.

2.26. The Meeting was informed that out of 284 ATS routes assessed, 73 were considered obsolete and proposed for deletion, 211 retained or modified, and 45 new routes recommended. The Meeting noted that new routing areas linking the Middle East, Africa, and South America were validated, while existing routes were expanded to address emerging traffic flows. Furthermore, revised implementation targets were established through 2032.

2.27. The Meeting noted that the PMT had planned activities focusing on implementation acceleration, harmonization, training, and performance monitoring and agreed on the following draft conclusion:

<table>
<tr><td colspan="6">Draft AASPG/2 Conclusion 2/xx: Update of the AFI PBN Implementation Plan</td></tr>
<tr><td>Why:</td><td colspan="5">That, to support the harmonized implementation of PBN in the AFI region and ensure alignment with the global air navigation plan,</td></tr>
<tr><td>What:</td><td colspan="5">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.</td></tr>
<tr><td>Who:</td><td colspan="5">a) AASPG
b) States
c) ICAO Secretariat</td></tr>
<tr><td>When:</td><td colspan="5">a) 6 November 2026
b) 30 June 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: Number of National PBN Implementation Plan (NPIP) aligned with the new AFI PBN plan

Metric 2: Number of promotion campaigns conducted.</td><td>Means to collect</td><td>1. PBN AORTA PMT report
2. AAO SG/10 report</td></tr>
</table>

Air Traffic Flow Management PMT activities

2.28. The Meeting was apprised of the status of the AFI Air Traffic Flow Management (ATFM) Project Management Team (PMT), established pursuant to APIRG Conclusion 24/43 (Mombasa Roadmap) and APIRG Conclusion 27/04.

2.29. The Meeting noted that the PMT was formally launched on 3 June 2026 by the ICAO ESAF and WACAF Regional Offices. The Meeting further noted that the PMT is implementing a five-phase project methodology to support harmonized ATFM deployment across the AFI region. Priority activities include development of the AFI ATFM Project Catalogue, regional gap analysis, capacity assessment methodologies, guidance material, technical toolkits, and stakeholder coordination mechanisms.

2.30. The Meeting was also informed that the project is scheduled for completion by 31 December 2029, with full regional implementation and measurable safety performance objectives.

CANSO Initiatives in the AFI region

2.31. The Meeting was appraised of the CANSO Operational Messaging Platform for ATFM Sharing and Synchronization (COMPASS), an operational collaboration platform developed

by Metron Aviation in partnership with CANSO to facilitate cross-border ATFM coordination and enhance shared situational awareness among participating Air Navigation Service Providers (ANSPs). The platform is intended to address challenges associated with non-harmonized operational information and inefficient manual coordination processes. COMPASS provides a common operational picture, enabling stakeholders to exchange and maintain traffic management information in support of collaborative decision-making.

2.32. The Meeting noted that the anticipated benefits for COMPASS include improved visibility of traffic demand, enhanced network situational awareness, strengthened regional Traffic Management Measure (TMM) coordination, and scalable ATFM capability development. The Meeting noted planned demonstrations, stakeholder consultations, and future integration of FRA and FUA functionalities; and commended the initiative and its implementation roadmap. The Meeting agreed on the following draft decision:

<table>
<tr><td colspan="6">Draft AASPG/2 Decision 2/xx: ATFM implementation and monitoring in the AFI region</td></tr>
<tr><td>Why:</td><td colspan="5">That, to ensure a harmonized, collaborative and effective implementation of Air Traffic Flow Management (ATFM) in the AFI region,</td></tr>
<tr><td>What:</td><td colspan="5">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.</td></tr>
<tr><td>Who:</td><td colspan="5">a) AASPG
b) ICAO and CANSO</td></tr>
<tr><td>When:</td><td colspan="5">a) 6 November 2026
b) AASPG/3</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: COMPASS tool Maturity level demonstrated</td><td>Means to collect</td><td>Secretariat and CANSO reports</td></tr>
</table>

Search and Rescue TET (SAR TET) activities

2.33. The Meeting reviewed progress achieved since AAO/SG8, including the presentation of SAR Project Team accomplishments and work programme, endorsement of SAR generic documentation by AASPG, analysis of States' Gap Analysis Questionnaire responses, and development of a SAR maturity profiling framework to support prioritization of assistance activities across the AFI regions.

2.34. The Meeting noted that ten States were identified for targeted SAR assistance, with implementation underway which include on-site assistance missions, development of SAR project proposals, and support for an AFI SAR oversight capacity-building workshop.

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

2.35. The Meeting noted progress in the AFI Reduced Longitudinal Separation Minima Project established pursuant to AN-Conf/14 Recommendation 3.1/1, aimed at achieving 30 NM or less longitudinal separation in oceanic/remote airspace and 10 NM or less in continental airspace. ICAO ESAF and WACAF Regional Offices are facilitating implementation across AFI airspace.

2.36. The Meeting was informed that the activities completed included stakeholder awareness, baseline assessment, and Project Management Team (PMT) establishment. A 15-member PMT whose full member list is attached as Appendix 6 herein commenced work in June 2026 with an approved roadmap which includes feasibility-study tool validation, regional gap analysis, and opportunity assessments, culminating in a 2027 Go/No-Go decision by AASPG for subsequent implementation phases.

Development in the South Atlantic Area

2.37. The Meeting reviewed progress within the South Atlantic (SAT) region, noting significant advancements in operational, safety, and CNS coordination activities including SAT SG endorsed key governance and procedural initiatives, establishment of a CNS Technical Working Group and adoption of SAT Doc 001, Edition 2.

2.38. The Meeting was informed that traffic growth trends indicate sustained demand supported by implementation of PBCS, contingency planning enhancements, and expanded AIDC coordination. Safety oversight activities confirmed that the EUR/SAM corridor collision risk remained within the Target Level of Safety, despite persistent Large Height Deviations attributable to coordination deficiencies. The Meeting called on States to share data, support system implementation and strengthen regional collaboration.

Update on PBCS Implementation in ASECNA

2.39. The Meeting noted and appreciated updates from States and industry stakeholders on Air Traffic Management (ATM) and Search and Rescue (SAR) developments.

2.40. ASECNA presented initiatives to enhance air navigation services (ANS), with particular emphasis on Performance-Based Communication and Surveillance (PBCS) implementation and the associated benefits for service provision, operational efficiency, and airspace performance.

ACHIEVEMENTS IN AERODROME OPERATIONS

Aerodrome certification

2.41. The Meeting was informed that as of 30 June 2026, the AFI region achieved 48.7% implementation (WACAF 39%; ESAF 58.4%), reflecting a 4.2% annual improvement in aerodrome certification.

2.42. The Meeting also noted that CASSOA continues supporting States through GAP analyses and targeted certification assistance. The Meeting urged States to fully implement aerodrome certification requirements and update international aerodrome data in the ANP.

Aerodrome Certification Project Team Activities

2.43. The Aerodrome Certification Project Team reported progress on implementation of actions agreed at AAO/SG8 to accelerate aerodrome certification across the AFI region. The PMT informed the Meeting that a revised project document was developed, incorporating a compliance benchmarking model, virtual technical assistance, enhanced monitoring mechanisms, and peer-support frameworks. The revised Project document is attached as Appendix 7 to this Working Paper. These improvements are envisaged to strengthen oversight, coordination, and knowledge transfer, thereby improving the efficiency and effectiveness of aerodrome certification activities. The Meeting therefore agreed on the following draft decision:

Draft AASPG/2 Decision 2/xx: Endorsement of the revised AFI aerodrome certification Project Document					
Why:	*That, to enhance the aerodrome certification activities in 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/SG Reports

Implementation of GRF in AFI region

2.44. The Meeting was informed that implementation of the ICAO Global Reporting Format (GRF) for runway surface conditions continues to advance across the AFI region, strengthening operational safety through standardized runway condition assessment and reporting, thereby supporting flight crew performance and mitigating runway excursion risk.

2.45. The Meeting urged States to ensure effective implementation through enhanced competency development, harmonized regulatory frameworks, strengthened oversight mechanisms, and sustained resource allocation by States and aerodrome operators. The detailed status of implementation of these operational requirements for each State is provided at Appendix 8 to this Working Paper.

Implementation of ACR/PCR methodology

2.46. The Meeting noted progress in the implementation of the ICAO ACR-PCR methodology across the AFI region, with compliance increasing from 23.4% to 29.9%. This advancement reflects enhanced awareness of standardized pavement strength reporting and strengthened adherence to ICAO provisions. The Meeting acknowledged ongoing awareness activities which include capacity-building activities such as the 2 to 5 June 2026 Eswatini workshop coordinated by the ICAO ESAF Office and co-hosted by SASO and the Kingdom of Eswatini. The Meeting was also informed of an ACR/PCR awareness workshop by ICAO and FAA planned from 15 to 17 September 2026 in Johannesburg, South Africa.

2.47. The Meeting emphasized the importance of continued technical assistance, webinars, and regional collaboration, as essential to accelerating sustainable ACR-PCR implementation and monitoring roadmap execution within States of the AFI region.

A- CDM Implementation in the AFI region

2.48. The Meeting recalled the AASPG/1 Decision 1/07 endorsing the AFI A-CDM Implementation Guide to support harmonized Airport Collaborative Decision Making (A-CDM) implementation across the AFI region. The Secretariat reported that the review of the A-CDM implementation Project team document had been initiated and was ongoing. In the meantime, the Meeting encouraged States to use the A-CDM implementation guide that had been endorsed by AASPG/1.

2.49. The Meeting noted that A-CDM implementation remains low at 28% due to limited awareness, inadequate funding, insufficient digital infrastructure, weak stakeholder coordination, and human resource constraints. The Meeting urged States to strengthen collaboration, invest in enabling systems, develop implementation plans, enhance training, and improve regional harmonization and performance monitoring.

Implementation of Runway Safety Teams at Aerodromes

2.50. The Meeting noted that implementation of runway safety programmes within the AFI region has advanced through ICAO-led initiatives, supported by IATA, ACI, State Safety Programmes (SSPs) and Aerodrome Safety Management Systems (SMS). The Meeting was informed of an IATA led Runway safety workshop scheduled for November 2026 in Accra, Ghana, and called on States to participate. Notwithstanding this progress, runway incursions and excursions remain significant operational safety risks. The Meeting highlighted the need for enhanced stakeholder coordination and wider establishment of Runway Safety Teams (RSTs) in accordance with the ICAO Global Runway Safety Action Plan (GRSAP).

2.51. The Meeting urged States to expedite implementation of GAPPRE and GAPPRI to strengthen risk mitigation, improve runway safety performance and support achievement of Global Aviation Safety Plan (GASP) objectives.

Training and qualification of AGA technical staff (Regulators &Airport operators) Project Team activities

2.52. The Meeting was informed that the Training and Qualification Project Team reviewed outcomes of AAO/SG8, which endorsed regional aerodrome training priorities, and directed engagement with approved training organizations to establish partnerships and determine implementation costs.

2.53. The Meeting noted that the updated project document incorporates consultations with regional providers and addresses States' capacity-building challenges, including inadequate funding for aerodrome inspector training, limited bilingual specialized courses, insufficient regional training institutions and instructors, and high training-related travel costs.

2.54. The draft AGA Technical Staff Training and Qualification Project Document which is included in this Working Paper as **Appendix 9** will undergo further review at the forthcoming AAO/SG Project Team Meeting.

Operationalization of new international aerodromes

2.55. The Meeting noted increasing challenges across States of the AFI region arising from ageing airport infrastructure and aviation growth, necessitating development and operationalization of new aerodromes. It emphasized the need for robust planning, harmonized regulatory frameworks, and effective stakeholder coordination to support successful airport projects. The Meeting also discussed matters related to the Operational Readiness Airport Terminal (ORAT) implementation, and mitigation of operational, financial, and reputational risks associated with airport opening.

2.56. The Meeting further identified certification challenges, particularly on-site verification of SOP implementation before certification, and highlighted the need for enhanced ICAO guidance to support ORAT processes and aerodrome certification prior to commencement of international operations.

2.57. States were requested to consider the use of interim certificate if provided for in their national regulatory framework, as guided by ICAO Doc. 9774.

Operation of Water Aerodromes in the AFI region

2.58. The Meeting was appraised on the increasing regional demand for seaplane and amphibious aircraft operations, driven by tourism and connectivity needs, and identified significant regulatory gaps regarding water aerodromes.

2.59. The Meeting noted challenges including jurisdictional overlaps, absence of harmonized standards, environmental concerns, and limited technical data. Given the anticipated growth of water-based aviation, including AAM and eVTOL operations, a comprehensive regulatory framework is required to address certification, oversight, safety, and emergency response as States await ICAO guidance. The Meeting proposed to establish a team to develop regional guidance material pending ICAO SARPs and agreed on the following decision:

2.60.

Draft AASPG/2 Decision 2/xx: Regional framework for Water Aerodromes Operations					
Why:	*That, to develop Regional Framework for Water Aerodrome operations,*				
What:	*a) A Project team comprising Zambia, Rwanda, South Africa, Uganda and UEMOA 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) Secretariat* *c) Water Aerodrome Operations 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 developed*	**Means to collect**	AAO/SG10 Report

Advanced Air Mobility (AAM) in Airport Operations

2.61. The Meeting noted that Advanced Air Mobility (AAM), comprising highly automated passenger and cargo operations in low-altitude airspace, is gaining traction across the AFI region. Integration within existing aerodrome infrastructure was identified as a cost-effective means of enhancing multimodal connectivity, logistics efficiency, accessibility, and emergency response.

2.62. The Meeting however noted that, successful implementation requires addressing challenges related to airspace integration, infrastructure adaptation, maintenance, regulatory and certification frameworks, and land-use planning through coordinated stakeholder action. The Meeting therefore agreed on the following decision:

Draft AASPG/2 Decision 2/xx: Regional framework for Advanced Air Mobility					
Why:	*That, to develop a regional framework for Advanced Air Mobility (AAM) in the AFI region,*				
What:	*a) An AAM Project team composed of Kenya, Nigeria, Senegal and South Africa is established.* *b) The Secretariat to coordinate the nomination of experts by 31 December 2026.* *c) The Project team to submit the proposed regional framework for Advanced Air Mobility in the AFI region by 30 June 2027.*				
Who:	*a) AASPG* *b) Secretariat* *c) AAM 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 Advanced Air Mobility.*	**Means to collect**	AAO/SG10 Report

Joint Use Civil –Military aerodromes

2.63. The Meeting recalled that the AAO/SG8 established a team to assess challenges in certifying and overseeing joint-use civil/military aerodromes in the AFI region. Preliminary findings highlighted coordination, regulatory compliance, information-sharing, existence of some non-frangible structures used by military aircraft on runway strips used by military, RFFS equipment may not be compatible with civilian aircraft operations among others.

2.64. The Meeting was informed that a regional survey will be conducted by the team and submitted to the AAO/SG10 for consideration. The Meeting noted the need to formalize the team and agreed on the following decision:

Draft AASPG/2 Decision 2/xx: Joint Use Civil –Military aerodromes	
Why:	*That, to develop a regional framework for oversight of Joint Use Civil –Military aerodromes in the AFI region,*
What:	*a) A Joint Use Civil –Military aerodromes Project team composed of Mauritania, Nigeria, Senegal, Uganda and Tanzania is established.* *b) The Secretariat to coordinate the nomination of experts by 31 December 2026.* *c) The project team to submit a draft framework for Joint Use Civil – Military aerodromes framework for AFI region by 30 June 2027.*
Who:	*a) AASPG* *b) Secretariat* *c) Joint Use Civil –Military 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 oversight of Joint use Civil Military Aerodromes	**Means to collect**	AAO/SG10 Report

AERODROME OPERATIONS PROJECT TEAMS EFFECTIVENESS

Membership of aerodrome operations (AOP) Project Teams

2.65. The Meeting noted that the AOP Project Team membership list is outdated and incomplete. The Secretariat was tasked with coordinating with States and Organizations to update the list and reflect current active experts.

Terms of reference of the AOP project teams

2.66. The Meeting agreed to revise AOP Project Team documentation to better define tasks, deliverables, clarify implementation strategies and update generic documents. In doing so the Meeting endorsed updates to A-CDM PMT project documents, clarifying implementation strategies, use of the generic guide, and regional A-CDM rollout monitoring.

Overall performance of AAO Project

2.67. The Meeting noted recurring challenges affecting AAO project implementation, including limited stakeholder participation, resource constraints for infrastructure development, capacity-building activities and operational engagements, as well as misalignment between national and regional infrastructure priorities.

2.68. The Meeting recommended a comprehensive review of project management performance, aligned with the AASPG Handbook, through a dedicated adhoc committee comprising Project Team Coordinators and RSOO representatives.

REGIONAL AIR NAVIGATION PLAN

Update of the AFI ANP

2.69. The Meeting reviewed the AFI Regional Air Navigation Plan (ANP) and noted outstanding PfAs as attached in **Appendix 10** to this Working Paper were lacking corresponding Volume II updates, resulting in approved amendments not being reflected in the current ANP and requiring corrective action. The Meeting urged States that had not done so to submit the related PfAs to ensure completion of the e ANP updating process as indicated in the amendment process attached to this Working Paper as **Appendix 11.**

Development of the NANP template

2.70. The Meeting reviewed progress made in developing a National Air Navigation Plan (NANP) template which include consultations with States and drafting of a generic concept note outlining key template elements. It proposed a joint expert team from States including those with established NANPs, industry, and the Secretariat to finalize the template by Q1 2027, followed by validation workshops.

2.71. The Meeting supported the Concept Note and requested coordination between AAO and IIM Secretariats.

Update of the ATM/SAR items in AFI ANP Volume I and II

2.72. The Secretariat reported progress in updating ATM/SAR data in the AFI ANP which is presented as **Appendix 12** to this Working Paper**.** Volume I amendments focusing on FIR boundary coordinate consolidation, while SRR boundary updates remain pending due to data deficiencies. For Volume II, the AFI ATS route network was optimized through route rationalization and new route proposals. Areas of Routing, FRA implementation status, and updated RCC/RSC information were also incorporated to enhance regional ATM and SAR planning. The FRA implementation status and areas of routing reviewed against 2030 traffic forecast are included to this Working Paper as **Appendix 13, 14** and **15.**

Update of ATM/SAR Related Elements in the AFI ANP Volume III

2.73. The Meeting reviewed the update of ASBU-related ATM/SAR elements in AFI eANP Volume III, aligned with GANP 2026–2028 modernization objectives. The exercise identified limited State reporting on key ASBU modules and significant data gaps in advanced PBN, CDO, CCO, and helicopter Point-in-Space operations. States were urged to submit complete implementation status information to support effective performance-based planning, monitoring, and regional air navigation system enhancement. The updates of ATM/SAR elements in AFI e_ANP Volume 3 are included in this Working Paper as **Appendix 16.**

South African submission for the update of the Regional ATS Route Catalogue

2.74. During the AFI region workshop in April 2026, the 73 ATS routes that were deemed obsolete included 15 in the Johannesburg FIR; however not all its neighbouring FIRs were represented at the workshop. It was therefore agreed that South Africa would coordinate with its neighbouring FIRs concerned for the confirmation of ATS routes to be withdrawn. South Africa reported to AAO/SG9 the outcome of consultations with neighbouring FIRs, which all confirmed the withdrawal of identified conventional routes, The State also informed the Meeting that some route segments in its airspace will be converted to RNAV to maintain network connectivity.

2.75. Additionally, suspended AORRA-related routes are proposed for reactivation solely to support ATM contingency operations, ensuring continued safe and efficient air navigation service provision in accordance with ICAO SARPs.

Annual Air Navigation Report

2.76. The Meeting noted that the first AASPG Annual Report is complete and pending release, combining aviation safety and air navigation reporting, while highlighting BBB, ASBU implementation progress, regional initiatives, and ongoing data collection challenges.

AIR NAVIGATION DEFICIENCIES

Minimum Reporting Areas

2.77. The Meeting reviewed and proposed amendments to the Minimum Reporting Areas (MRAs), endorsed through APIRG Decision 24/39. The Meeting proposed updates in AOP, ATM and SAR to enhance air navigation deficiency reporting in AANDD as indicated in **Appendix 18** to this Working Paper. The Meeting requested coordination with the IIM Sub-Group prior to AASPG consideration. The coordination was subsequently done at IIM/SG9 thus the following decision:

Draft AASPG/2 Decision 2/xx: Updating of the 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 (MRA) is endorsed.*				
Who:	*a) AASPG*				
When:	*a) 6 November 2026*				
Implementation following up					
Follow-up required	**Yes ☒** No ☐	**Metrics**	**Metric 1:** MRA updated in AANDD	**Means to collect**	AAO/SG10 report

Status of the AFI Air Navigation Deficiencies Database

2.78. The Meeting reviewed the status of air navigation deficiencies reporting and noted continued underreporting, outdated records, and inconsistent State participation. Deficiencies across AOP, ATM, AIM, and SAR domains indicate shortcomings in compliance with regional ANPs and ICAO SARPs, adversely affecting safety, capacity, and efficiency.

2.79. The Meeting noted that contributing factors include weak root-cause analysis, resource limitations, and inadequate monitoring.

2.80. The Meeting was informed that 4 deficiencies have been notified in AOP, 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.

ACTIVITIES TO BE COORDINATED WITH THE AASPG IIM AND SMO SUB-GROUPS

2.81. The Meeting reviewed AAO, IIM and SMO coordination outcomes and identified critical gaps in data governance, safety feedback integration, programme synchronization and performance monitoring. To enhance GANP and ASBU-aligned implementation, the Meeting proposed a centralized mechanism for tracking Conclusions and Decisions, supported by a dashboard for accountability, KPI-based monitoring and reporting.

2.82. The Meeting proposed that Project Teams be tasked to identify cross-domain linkages for integration.

Outcomes of AEAG/1 and future perspectives

2.83. The AEAG/1 held in October 2025 in Libreville, Gabon, analysed 455 ATS safety events and developed the AFI region's first consolidated safety baseline. Key risks included weather hazards, wildlife strikes, communication failures, and runway incursions.

2.84. The Meeting proposed targeted ATC competency, airspace optimization, reporting standardization, and strengthened regional coordination. States were urged to enhance timely ATS event reporting and data sharing.

OTHER AIR NAVIGATION ISSUES IN THE REGION

Update on ATM Contingency Planning and Management in the AFI region

2.85. The Meeting was informed that since AAO/SG8, the AFI region recorded six ATM contingency events, including a Level 1 activation in Nairobi FIR, managed without regional CCT deployment. Ongoing contingencies remain in Khartoum and Niamey FIRs, while operational deficiencies such as delayed NOTAM issuance persist.

2.86. The Meeting was informed that ICAO is advancing a Regional ATM Contingency Management Framework to enhance harmonized, timely contingency response, with AFI implementation activities scheduled during 2026–2027.

ADS-B Height keeping Monitoring in the AFI region

2.87. The Meeting reviewed ADS-B equipage performance in the AFI region in support of APIRG and RASG-AFI conclusions on resilient ADS-B implementation and RVSM monitoring. Analysis of Aireon space-based ADS-B data indicated an average carriage rate of 86% across participating FIRs. GNSS interference levels remained low, with localized recurring events reported. Regarding safety, the Meeting was informed that safety risk pertaining to the use of ADS-B data for navigation, air traffic management and safety monitoring and assessment was supported by pre-implementation risk analysis contained in ICAO circular 326.

2.88. The Meeting endorsed a dual-monitoring approach using ADS-B and E2GMU for ASE determination, subject to GNSS integrity assurance and appropriate safety risk mitigation measures. The Meeting agreed on the following conclusion:

<table>
<tr><td colspan="6">Draft AASPG/2 Conclusion 2/xx: Enhancement of the RVSM Height Keeping Monitoring in the AFI region</td></tr>
<tr><td>Why:</td><td colspan="5">That, to enhance the safe implementation of aircraft height keeping monitoring in RVSM airspace in the AFI region,</td></tr>
<tr><td>What:</td><td colspan="5">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.</td></tr>
<tr><td>Who:</td><td colspan="5">a) AASPG
b) States and ARMA</td></tr>
<tr><td>When:</td><td colspan="5">a) 6 November 2026
b) 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: Number of aircraft eligible for E2GMU only.</td><td>Means to collect</td><td>AAO/SG10 report</td></tr>
</table>

Inclusion of SLOP in AFI RVSM Collision Risk Assessment

2.89. ARMA presented the safety benefits of incorporating the Strategic Lateral Offset Procedure (SLOP) into AFI RVSM collision risk assessments. SLOP mitigates collision risk associated with precision GNSS navigation and can reduce vertical collision risk by up to 30% through minimizing wake turbulence-induced Large Height Deviations.

2.90. The Meeting however noted that non-implementation in several AFI FIRs namely Addis Abba, Asmara, Dar Es Salaam, Lilongwe, Mauritius, Nairobi and Windhoek, 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.

2.91. The Meeting supported targeted workshops by ARMA and accelerated SLOP implementation to enhance RVSM safety performance and regulatory compliance across the AFI region and agreed on the following Conclusion:

<table>
<tr><td colspan="6">Draft AASPG/2 Conclusion 2/xx: 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.</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</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/SG10 report</td></tr>
</table>

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

2.92. Ghana proposed a sustainable cost-sharing mechanism to support AFI Project Team assistance missions, addressing funding limitations highlighted by AASPG/1 and aligned with APIRG Conclusions, including 20/49. Under the proposed framework, beneficiary States would provide accommodation, air transport, or in-kind support to optimize mission deployment, enhance stakeholder ownership, and improve implementation effectiveness.

2.93. The arrangement would be formalized through ICAO-State MoUs for defined capacity-building and technical assistance projects. The Meeting called on States to embrace the approach to enhance compliance with SARPs.

IMPLEMENTATION CHALLENGES OF THE SUB-GROUP

2.94. The Meeting reaffirmed the AAO/SG's critical role in promoting safe, efficient, and harmonized airspace and aerodrome operations within the AFI region. Despite progress in ICAO SARPs implementation, persistent challenges include uneven compliance, limited institutional and technical capacity, resource constraints, weak safety oversight, delayed PBN and airspace optimization initiatives, and aerodrome certification issues.

2.95. These deficiencies adversely affect interoperability, safety performance, and operational efficiency, necessitating coordinated regional action, strengthened capacity, enhanced oversight, and sustained stakeholder engagement.

ITEMS THAT REQUIRE ICAO ATTENTION

2.96. The Meeting appreciated ICAO for admitting two members of the Sub-Group from Zambia and Uganda into the ADOP Working groups.

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

REVIEW OF THE TERMS OF REFERENCE (TOR) AND WORK PROGRAMME OF THE SUB-GROUP

Terms of Reference of the Sub-Group

2.98. The Meeting reviewed the Sub-Group's Terms of Reference, identified omissions from the APIRG-to-AASPG transition, and agreed discussing the updated version at quarterly AAO/SG Meetings before submission for consideration.

Work programme of the Sub-Group

2.99. The Meeting reviewed the AAO/SG future work programme, covering project coordination, progress reviews, and preparations for AAO/SG10 as well as the AFI ANS Summit. The Meeting agreed on the programme **Appendix 19** to this Working Paper and formulated a draft Decision.

<table>
<tr><td colspan="6">Draft AASPG/2 Decision 2/xx: Future work programme of AAO Sub-Group</td></tr>
<tr><td>Why:</td><td colspan="5">That, to enable the AAO Sub-group effectively support AASPG in discharging its responsibilities,</td></tr>
<tr><td>What:</td><td colspan="5">the future work programme of the Sub-Group is endorsed.</td></tr>
<tr><td>Who:</td><td colspan="5">AASPG</td></tr>
<tr><td>When:</td><td colspan="5">6 November 2026</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: N/A</td><td>Means to collect</td><td>N/A</td></tr>
</table>

3. ACTION BY THE MEETING

3.1 The Meeting is invited to:

a) Consider the information provided in the paper;

b) Review and adopt, as appropriate, the draft Conclusions and Decisions presented in the paper; and

c) Provide guidance as appropriate.
