Ninth Meeting of the AASPG Infrastructure and Information Management Subgroup (IIM/SG9)

Dakar, Senegal, 3 – 7 August 2026

Report

(Corrigendum)

The designations and the presentation of material in this publication do not imply the expression of any opinion whatsoever on the part of ICAO concerning the legal status of any country, territory, city or area or of its authorities, of concerning the delimitation of its frontiers or boundaries.

Prepared by the Secretariat

August 2026

RECORD OF AMENDMENTS

Amendment Number	Origin	Subject	Entered date
1st Edition	Secretariat	Report of the Ninth Meeting of the AASPG IIM Subgroup	August 2026
1	Secretariat	• List of Abbreviations, page 3. • Paragraphs 4.1 (page 8) and 7.1 (page 9). • Paragraph 2.2, (page 11). • Insertion of paragraphs 3.6.1 – 3.6.3, page 18 • IIM/SG9 Conclusions 9/03 (page 21) and Decision 9/07 (page 28) aligned with the updated version of AASPG/2 WP04B	16/10/2026

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LIST OF ABBREVIATIONS

AANDD	AFI Air Navigation Deficiencies Database
AAO/SG	Airspace and Aerodrome Operations Subgroup
AFCAC	African Civil Aviation Commission
AFI	Africa and Indian Ocean
AFI VACP	AFI Volcanic Ash Contingency Plan
AFI VOLCEX OPINS	AFI Volcanic Ash Exercise Operational Instructions
AFTN	Aeronautical Fixed Telecommunication Network
AIDC	Air Traffic Services Inter-Facility Data Communication
AIM	Aeronautical Information Management
AIXM	Aeronautical Information Exchange Model
AMBEX	AFI Meteorological Bulletin Exchange
AMET	Advanced Meteorological Information
AMHS	Aeronautical Message Handling System
ANS	Air Navigation Services
ANSP	Air Navigation Services Provider
APIRG	AFI Planning and Implementation Group
AODEX-HB	AFI OPMET Data Exchange Procedures Handbook
AROMT	AFI Regional OPMET Management Technical Team
ASBU	Aviation System Block Upgrades
ASECNA	Agence pour la sécurité de la navigation aérienne en Afrique et à Madagascar
BBB	Basic Building Block
BCC	Bulletin Compiling Centre
CAA	Civil Aviation Authority
CNS	Communication Navigation Surveillance
CODEVMET-AFI	Cooperative Development of Aeronautical Meteorology Services in the AFI region
DAIM	Digital Aeronautical Information Management
ESAF	Eastern and Southern African
FIRs	Flight Information Regions
FSMP	Frequency Spectrum Management Panel
GANP	Global Air Navigation Plan
GNSS	Global Navigation Satellite System
HQ	Headquarters
IATA	International Air Transport Association
ICAO	International Civil Aviation Organization

IIM/SG	Infrastructure and Information Management Subgroup
IROG	Inter-Regional OPMET Gateway
ITU	International Telecommunication Union
ITU WRC	International Telecommunication Union World Radiocommunication Conference
IWXXM	ICAO Meteorological Information Exchange Model
MET	Aeronautical Meteorology
MoU	Memorandum of Understanding
NCPI	National Coordinator for Planning and Implementation
NCLB	No Country Left Behind
NOC	National OPMET Centre
PBN	Performance Based Navigation
PBCS	Performance Based Communication and Surveillance
RASG-AFI	AFI Regional Aviation Safety Group
ROC	Regional OPMET Centre
RODB	Regional OPMET Data Bank
SADIS	Secure Aviation Data Information Service
SANSA	South Africa National Space Agency
SAR	Search and Rescue
SARP	Standards and Recommended Practices
SAWS	South African Weather Service
SBAS	Satellite-based Augmentation System
SWIM	System Wide Information Management
TAC	Traditional Alphanumeric Code
WACAF	Western and Central African
WAFS	World Area Forecast System
WATRA	West African Telecommunication Regulators' Association
WMO	World Meteorological Organization
WRC	World Radiocommunication Conference
VA	Volcanic Ash
VoIP	Voice over Internet Protocol
VOLCEX	Volcanic Ash Exercise

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LIST OF CONCLUSIONS AND DECISIONS

Reference of Conclusion /Decision	Title of Conclusion /Decision
IIM/SG9 Conclusion 9/01	***Enhancing preparedness for the provision of information on volcanic activities in the AFI region***
IIM/SG9 Decision 9/02	***Volcanic ash coordination framework***
IIM/SG9 Conclusion 9/03	***Enhancing OPMET data Information Delivery***
IIM/SG9 Conclusion 9/04	***AFI ATM Master Plan***
IIM/SG9 Conclusion 9/05	***Strengthening aviation spectrum management and support preparations for WRC-27***
IIM/SG9 Conclusion 9/06	***Update of the SADIS Focal Point Information***
IIM/SG9 Decision 9/07	***Common activities across the Subgroups***
IIM/SG9 Decision 9/08	***Work Programme for 2026-2027 of the IIM Subgroup***

PART I – HISTORY OF THE MEETING

1. Introduction

1.1. The Ninth meeting of the AASPG Infrastructure and Information Management Subgroup (IIM/SG9) was held in Dakar, Senegal, from 3 to 7 August 2026.

1.2. The Subgroup records the outcomes of its meetings in the form of Conclusions and Decisions with the following significance:

a) Conclusions deal with the matters which, in accordance with the Group's terms of reference, merit directly the attention of States for further actions to be undertaken in accordance with established procedures; and

b) Decisions deal with matters of concern only to the AASPG and its subsidiary bodies.

2. Objectives

2.1. The objectives of the meeting were to discuss, among other, the status of implementation of Conclusions and Decisions from the AASPG/1 Meeting relevant to the IIM/SG, the progress made since the previous meeting, and the implementation of regional initiatives supporting CNS, AIM, and MET modernization. In addition, the meeting considered the progress of the IIM Subgroup projects, developments related to System Wide Information Management (SWIM) and digital information exchange, air navigation deficiencies, and the preparation of the AFI ANS Summit.

3. Attendance

3.1. The meeting was attended by ninety (90) participants from 22 States, four Organizations (ASECNA, IATA, WAFC London, WMO) and the ICAO ESAF and WACAF Regional Offices.

3.2. The list of participants is provided at **Appendix 1**

4. Officers and Secretariat

4.1. The meeting was chaired by Eng. Mukuka Besa (Zambia) and Ms. Joyce Asante (Ghana) respectively as Chairperson and Vice Chairperson of the Subgroup.

4.2. Mr. Goama Ilboudo Regional Officer, MET from the ICAO WACAF Regional Office served as the Secretary of the meeting with the support of Ms. Chinga Mazhetese, Mr. Harvey Gabriel Lekamisy, and Mr. Thendu Bedan, respectively Regional Officers ENV/MET, CNS and ATM/SAR, from the ICAO ESAF Regional Office; and Ms. Sandrine GNASSOU, Mr. Fanfé Bamba and Mr. Serge Tchanda, respectively Regional Officers CNS, AIM and ATM/SAR from the ICAO WACAF Regional Office.

5. Working language

5.1. The meeting was conducted in the English and French languages with simultaneous interpretation.

6. Opening

6.1. Mr. Nika Meheza Manzi, ICAO Deputy Regional Director for Western and Central Africa (WACAF), opened the Ninth Meeting of the AASPG Infrastructure and Information Management Subgroup (IIM/SG9). He welcomed participants on behalf of the ICAO Council President, the Secretary General, and the WACAF and ESAF Regional Directors, thanking States, Organizations, and partners for their support. He expressed his gratitude to the Chairperson Eng. Mukuka Besa and the Vice-Chairperson Ms. Joyce Asante for their leadership since 2025.

6.2. He emphasized the vital role of AASPG subgroups in implementing ICAO Standards and Recommended Practices (SARPs) and addressing technical priorities. He recalled concerns from the AASPG/1 Meeting about the low level of implementation of Basic Building Blocks in the AFI region, and highlighted efforts undertaken by the IIM and AAO Subgroups to develop monitoring mechanisms and a national air navigation plan template.

6.3. Building on progress made following the restructuring of IIM projects, in fostering collaboration among States, ANSPs, RSOOs, regional organizations and the industry, he reaffirmed ICAO's commitment to supporting States and Organizations. He acknowledged contributions from stakeholders such as AFCAC, IATA, WMO, RSOOs, Service providers, and Operators in advancing regional air navigation goals.

6.4. Looking ahead, he stressed the shift toward a digital aviation environment with growing importance of SWIM, digital AIM, MET data exchange, automation, and cybersecurity. Despite progress, challenges remain in infrastructure modernization, interoperability, resource mobilization, technical capacity, and coordination. He encouraged participants to actively engage in the deliberations, sharing best practices, with practical recommendations to support the implementation of ICAO SARPs and regional priorities.

7. Agenda

7.1. The meeting adopted the following agenda:

Item #	Item
Agenda 0.	**Welcome and opening remarks**
Agenda 1.	**Agenda, Work Programme** 1.1. Adoption of the agenda and the work programme
Agenda 2.	**Status of implementation of Conclusions and Decisions of the IIM/SG8 Meeting, and the AASPG/1 Meeting applicable to the Subgroup** 2.1. Review of the Conclusions/Decisions of the Eighth Meeting of the Infrastructure and Information Management Subgroup (IIM/SG8) 2.2. Review of the Conclusions/Decisions of the AASPG/1 Meeting applicable to the IIM/SG
Agenda 3.	**Achievements in Infrastructure and Information Management** 3.1. Update on the Regional Air Navigation Plan 3.2. Status of implementation of BBBs in AIM, CNS and MET areas 3.3. Status of implementation of ASBU elements in AIM, CNS and MET areas 3.4. Progress in the implementation of the AASPG IIM Projects 3.5. Reporting on Planning and implementation by States and Stakeholders 3.6. Other Air Navigation initiatives
Agenda 4.	**Air Navigation Deficiencies**
Agenda 5.	**Implementation challenges of the Subgroup**
Agenda 6.	**Activities to be coordinated with the AAO and SMO Subgroups**
Agenda 7.	**Proposed recommendations/actions to be taken by ICAO HQ**
Agenda 8.	**Review of the Terms of Reference and Future Work Programme of the Subgroup**

Item #	Item
Agenda 9.	**Any other business**
Agenda 10.	**Conclusions/Decisions of the Ninth Meeting of the Infrastructure and Information Management Subgroup (IIM/SG9)**

8. Summary of Conclusions and Decisions

8.1. The Summary of Conclusions and Decisions is provided in **Appendix 2** to this report.

PART II REPORT ON THE AGENDA ITEMS

Agenda Item 1: Adoption of the Agenda and the Work Programme

1.1. Under this agenda item, the meeting discussed and adopted the agenda and the work programme proposed by the Secretariat.

Agenda Item 2: Status of implementation of Conclusions and Decisions of the IIM/SG8 Meeting, and the AASPG/1 Meeting applicable to the Subgroup

2.1. Conclusions/Decisions of the Eighth Meeting of the Infrastructure and Information Management Subgroup (IIM/SG8)

2.1.1. The meeting reviewed the implementation status of the IIM/SG8 Meeting outcomes. Of the four (4) Conclusions and ten (10) Decisions adopted by the Subgroup, the first AASPG meeting endorsed all Conclusions and nine (9) Decisions.

2.1.2. Regarding the remaining IIM/SG8 Decision 8/03 on revising ASBU elements in Volume III of the AFI eANP, the implementation is ongoing with a target completion date of 30 August 2026. The detailed status is provided in **Appendix 3.** The meeting urged the Secretariat to continue monitoring progress and report at the next IIM Subgroup meeting.

2.2. Review of the Conclusions and Decisions of AASPG/1 Meeting applicable to the Subgroup

2.2.1. The meeting was updated on the status of implementation of the Conclusions and Decisions of the First Meeting of the Africa-Indian Ocean Aviation System Planning and Implementation Group (AASPG/1), held in Libreville, Gabon, from 3 to 7 November 2025, applicable to the Infrastructure and Information Management Subgroup. Of the thirty-three (33) Conclusions and Decisions adopted at AASPG/1, fourteen (14) were identified as pertaining to IIM/SG, covering the CNS, AIM and MET domains. Of these fourteen, 67% were reported as completed, and 33% as in progress as illustrated in **Figure 1,** details being provided in **Appendix 4** to this report. The meeting urged States and concerned stakeholders to take appropriate actions to address pending actions.

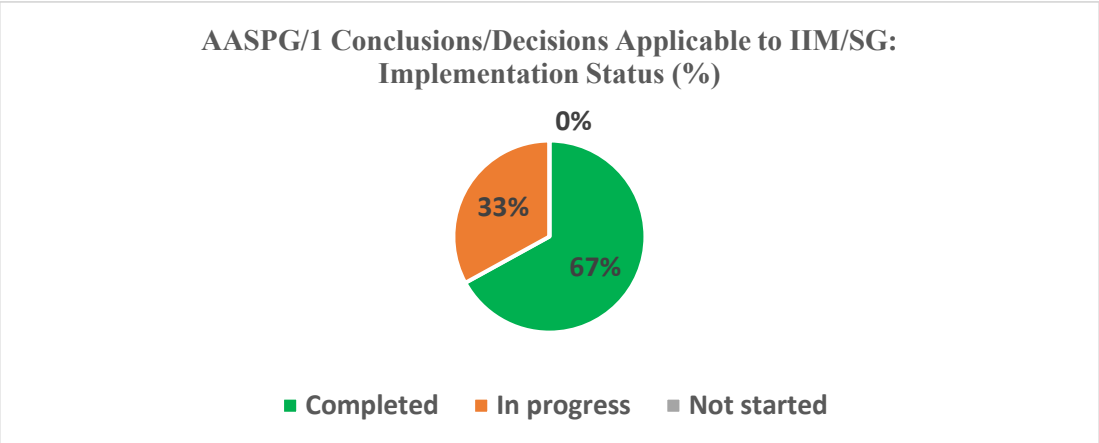


Figure 1: Status of implementation of AASPG/1 Conclusions and Decisions applicable to the IIM/SG

2.2.2. The meeting discussed AASPG/1 Conclusion 1/14 on IWXXM implementation in the AFI region, noting that five of six actions of the Conclusion remain incomplete considering the June and December 2026 targets. RODBs Dakar and Pretoria have engaged in discussions to link the regional OPMET databases. ASECNA reported that a project has been initiated to put in place the required infrastructure, the completion of which is expected by 2027. The meeting also noted that the Senegal Civil Aviation Authority (ANACIM) has not yet responded to the State Letters from ICAO dated February and June 2026 on the same matters. The meeting urged ANACIM and ASECNA to address these outstanding matters and update the meeting on progress in implementing the necessary digital message exchange infrastructure.

Agenda Item 3: Achievements in Infrastructure and Information Management

3.1. Status of the Regional Air Navigation Plan

Update on the Development of a Template of National Air Navigation Plan (NANP)

3.1.1. The meeting was updated on actions undertaken by the Secretariat toward the development of a template for National Air Navigation Plan (NANP) as requested by the AASPG through its *Decision 1/30*. The process started with the collection of information from States on existing National plans. The meeting reviewed and endorsed the Concept Note presented by the Secretariat on the structure of the template.

3.1.2. The Concept note proposes the following key items to be covered by the regional template:

a. Strategic vision of the State;
b. Governance of the Plan;
c. Alignment with the Regional Plan;
d. Traffic statistics and forecast;
e. Current Air Navigation System;
f. Future Air Navigation System;
g. Implementation Roadmap; and
h. Performance Monitoring.

3.1.3. The meeting recommended the establishment of a Team of Experts to expedite the development of the NANP template based on the guidance provided in the Concept Note. It tasked the Secretariat to coordinate with AAO/SG Secretariat for setting up the said Team. The following States and Organizations volunteered to support the Technical Team: Côte d'Ivoire, Democratic Republic of the Congo, Ethiopia, Kenya, Nigeria, Rwanda, Senegal, South Africa, Uganda, AAMAC, AFCAC, ASECNA and IATA.

Update on ASBU elements applicable in the AFI region

3.1.4. This meeting was updated on actions taken by the Secretariat toward the updating of the ASBU elements applicable to the AFI region as requested by the previous IIM/SG meeting. It took note of the coordination engaged with the AAO Subgroup Secretariat for the review of the ASBU elements to ensure consistency and alignment with the regional ATM vision and operational requirements as well as with the evolution of the Global Air Navigation Plan (GANP).

3.1.5. The meeting was also informed of ongoing work of the GANP Study Group (GSG) for the ninth edition of the GANP, while the GANP Portal is being updated to reflect the eighth edition. This update on the global framework aims to incorporate emerging technologies,

operational improvements, and updated performance objectives. Given this ongoing work, it is essential that the ASBU elements applicable in the AFI region remain aligned with the evolving GANP to ensure global harmonization and regional relevance.

3.1.6. Consequently, the meeting requested the Secretariat to coordinate closely with the GSG and other relevant stakeholders to ensure a consistent and timely updating of the ASBU elements applicable to the AFI region.

3.2. Status of implementation of BBBs elements in CNS, AIM and MET

Update on the Status of the implementation of BBBs in CNS, AIM and MET

3.2.1. The meeting recalled concerns from the AASPG/1 meeting in Libreville (November 2025) about low level of Basic Building Blocks (BBBs) safety oversight in the AFI region and the need for comprehensive reporting on BBBs implementation. Regarding the States' oversight capacities, the meeting noted based on the ICAO USOAP CMA Online Framework, that many States fall under the 75% GASP target (see **Appendix 5**). The regional performance average remains under 70%, ranging from 57% to 67%. The meeting therefore encouraged States to actively participate in regional initiatives aimed at overcoming challenges related to BBBs implementation.

Update on the BBBs Implementation Monitoring and Reporting Tool

3.2.2. The meeting was updated on actions taken by the Secretariat toward the development of an online tool for monitoring the implementation of Basic Building Blocks (BBBs), in line with the *AASPG/1 Decision 1/10*, which tasked the Secretariat to propose a mechanism to assist States in monitoring and reporting on the implementation of the BBBs.

3.2.3. Considering the close relationship between the BBB framework and air navigation deficiencies, the tool is being developed as a new module on the AFI Air Navigation Deficiencies Database (AANDD) platform, leveraging the existing database and IT infrastructure. This BBB tool will provide the Focal Points of ANSPs and Aerodrome Operators with the privilege to edit data on their implementation progress, on behalf of the State, while the validation of these data will remain under the responsibilities of the State Focal Point.

3.2.4. The meeting was informed that the development of the tool is at its final stage and is expected to be completed for deployment by December 2026. Once the tool is deployed, awareness workshops would be organized to familiarize the Focal Points of States and Service providers on its use.

3.2.5. The meeting acknowledged the ongoing work and encouraged the Secretariat to finalize the development and deployment of the BBBs monitoring module of the AANDD, including the organisation of awareness workshops once the tool is finalized.

3.3. Status of implementation of ASBU elements in AIM, CNS and MET

Status of ASBU elements in CNS, AIM and MET fields in AFI Region areas

3.3.1. The meeting reviewed the status of implementation of ASBU elements in AIM, CNS and MET in the region as presented in **Appendix 6** to this report. While progress has been observed through national and regional initiatives, implementation remains uneven and reporting levels continue to limit the accuracy of regional assessments. Key implementation gaps persist in areas such as AIDC, ATN/IPS, ADS-B and AIXM.

3.3.2. The meeting noted the need for stronger involvement of ANSPs and operational stakeholders, improved coordination between States and service providers, and continued efforts to strengthen implementation planning, technical capacity and reporting. The meeting encouraged States and stakeholders to enhance both ASBU implementation and the submission of implementation data through existing reporting platforms. In addition, it was noted that NAVS ASBU elements were not reflected in regional reporting. The meeting noting that their omission limits the completeness of the regional assessment, recommended their inclusion in future monitoring and reporting.

Update on annual ESAF Workshop on ASBU data implementation inputs

3.3.3. The meeting was updated on the progress of implementing Aviation System Block Upgrades (ASBUs) across the AIM, CNS, and MET domains within the ESAF region. This was highlighted during the annual workshop hosted by the Namibia Civil Aviation Authority in Windhoek, Namibia, from 23 to 25 June 2026. The workshop provided a briefing for States on the GANP 8th Edition, enhanced their understanding of the ASBU framework, and facilitated the submission and updating of ASBU implementation data.

3.3.4. The workshop, attended by over 40 Focal Points representing 9 ESAF States, enabled participants to submit and validate ASBU implementation data via the ESAF Dashboard on the iSTARS platform. This process significantly improved the completeness and accuracy of regional data while fostering stronger collaboration among States on air navigation modernization. Additionally, the workshop identified key implementation gaps and challenges, including issues related to capacity, funding, and technical constraints. States requested the Secretariat to consider integrating ASBU B2 elements into the regional reporting framework to further support implementation efforts.

3.4. Progress in the implementation of the AASPG IIM Projects

3.4.1. The Meeting was informed on the progress of the IIM Projects as restructured by AASPG/1 through Decision 1/11. Although these projects have been launched in May 2026, the meeting noted encouraging progress and provided guidance to support States in implementing ICAO SARPs and ASBU elements in CNS, AIM, and MET.

In CNS:

3.4.2. The meeting reviewed the progress of the AFI Integrated Aeronautical Telecommunication Infrastructure AFI-IATI Project and noted the establishment of the project governance framework, planning mechanisms and regional questionnaires supporting the baseline assessment of aeronautical telecommunication infrastructure in the AFI region. The meeting welcomed the planned regional data collection exercise and encouraged States, ANSPs and network operators to actively participate and provide the information required to support project implementation.

3.4.3. The meeting reviewed the progress of the AFI Ground-Ground Communications (AFI-GGCOM) Project and noted the establishment of the project team, governance framework and implementation plan. It also noted the development of activities supporting the implementation of AMHS and AIDC in the AFI region. The meeting welcomed the progress achieved and encouraged States and Organizations to actively support project activities, accelerate AFTN-to-AMHS migration and implement AIDC between adjacent automated ATS units, where applicable.

3.4.4. The meeting noted the progress achieved under the AFI Navigation Modernization (AFI NAV MOD) Project, including the establishment of the project team, coordination arrangements and implementation framework. It further noted the preparation of a regional survey on

navigation infrastructure, implementation challenges and GNSS interference occurrences, which will support the development of a regional gap analysis, an AFI navigation strategy and GNSS interference reporting mechanisms. The meeting encouraged States and Organizations to actively support project activities and provide the data required for the development of the project deliverables.

3.4.5. The meeting reviewed the progress of the AFI Aviation Spectrum Coordination and Protection Initiative (AFI-SPECTRA) Project, including the establishment of the project team and governance arrangements. It further noted the development of activities aimed at strengthening aviation spectrum management and protection in the AFI region, including frequency coordination, interference management and GNSS RFI reporting. The meeting encouraged States and Organizations to support project activities and report GNSS radio frequency interference occurrences and spectrum-related challenges. The meeting recognized that increasing demand for radio frequency spectrum from non-aeronautical services continues to pose significant challenges to the protection of aviation safety systems. In this regard, emphasis was placed on the importance of coordinated preparation for the ITU World Radiocommunication Conference 2027 (WRC-27) and the need for States to support and promote the ICAO position.

3.4.6. The meeting noted the progress of the AFI Surveillance and Data Sharing Enhancement Initiative (AFI-SURVDATA) Project, including the establishment of the project team, governance arrangements and work plan. It further noted the development of a regional surveillance survey to collect information on surveillance infrastructure, data-sharing arrangements and future development priorities in support of a regional surveillance baseline and roadmap. States and ANSPs were encouraged to provide timely responses to the survey and support the development of the project deliverables.

3.4.7. The meeting noted the progress achieved under the AFI-COMMOD Project, including the establishment of the project team, coordination arrangements and the development of a project action plan structured around the approved deliverables. It further noted the adoption of a bilingual working approach and the initiation of activities supporting the modernization of air-ground communications, including HF/VHF communications, data link services and CPDLC implementation.

3.4.8. The meeting noted the progress achieved under the AFI-CYRES Project, including the development of the AFI ANS Cyber Resilience Framework (see **Appendix 7**) and regional cybersecurity capacity-building activities conducted in the AFI region. It further noted ongoing efforts to strengthen cybersecurity governance, risk management and operational resilience of CNS/ATM systems. The meeting encouraged States to contribute to the finalization of the AFI ANS Cyber Resilience Framework and submit it to the next meeting of the Subgroup.

In AIM

3.4.9. The meeting was updated on the achievements of the AFI Aeronautical Information Management Competency-Based Training Standards (AFI AIM-CBTS) Project, following the kick-off of activities in May 2026. The meeting commended the project team on the progress achieved in a short timeframe and encouraged it to continue the work toward the validation of the list of identified documents and their subsequent development. The meeting noted some challenges encountered by the project team including the availability of experts due to competing priorities within their respective States and Organizations. The meeting recommended that the project team organize its work to better accommodate experts' normal duties.

3.4.10. The meeting noted the progress achieved by the Project on Monitoring of the Aeronautical Information Quality and Improvement of NOTAM (AIM-ADQ). Following the launching of its activities in July 2025, the project team identified and validated the list of assistance materials, including generic documentation and digital tools as presented in Appendix 8. The development of the identified materials is ongoing. The meeting congratulated the project team on the good progress, notwithstanding the challenge of unavailability of some nominated experts who have been unable to contribute consistently to the drafting of materials.

3.4.11. The meeting received an update on the progress achieved by the Project on the Implementation of Aerodrome Mapping (AMD) and Instrument Flight Procedure (IFP) data sets (AIM-AMDIFP). Following its kick-off in July 2025, the project team has worked on the identification of assistance materials to cover the needs of four categories of stakeholders including Civil Aviation Authority, AIS Provider, IFP Provider and Aerodrome Operator. The list of identified materials is under finalization and validation before the team starts their development. The meeting encouraged the project team to expedite the validation of the list of documents and proceed with next steps.

In MET

3.4.12. The meeting was updated on the progress on the implementation of the AFI-SPWX Project, "*Enhancing Space Weather Readiness and Service Provision in the AFI Region*," launched on 12 May 2026. Two meetings were convened to advance the work programme, with initial progress recorded on the development of a gap-analysis survey questionnaire intended to assess the level of awareness and implementation of space weather provisions across States of the AFI region. The meeting noted the progress made and encouraged the team to move towards the implementation of the project deliverables.

3.4.13. Regarding the implementation of the AFI-WRN Project, "*Strengthening Windshear Warning Capabilities within the AFI region*," the meeting noted that the Project was launched on 13 May 2026 and had convened three meetings. They had also developed and submitted to the Secretariat, a data collection questionnaire (State letter Ref.: ES AN 8/14 - 0341 dated 4 August 2026) to gather information from States and guide the Project on States that need further support. States were encouraged to submit responses to the questionnaire in accordance with the timelines.

3.4.14. The meeting was briefed on the progress of the *IIM AMP-COMP Project on Strengthening the Implementation of the Aeronautical Meteorological Personnel (AMP) Competency Standard.* Since its launch in May 2026, the Project has developed an implementation roadmap and action plan for the AFI region (see **Appendix 9**), as well as an online questionnaire (https://forms.cloud.microsoft/r/4SLXA3uyg0) to assess the status of implementation. Competency frameworks for Aeronautical Meteorological Forecasters (AMF) and Observers (AMO), based on WMO-No. 1205 and WMO-No. 1209, have also been drafted. Current activities focus on consolidating the competency frameworks, defining methods and tools required to assess each performance criterion. The meeting acknowledged the progress achieved and encouraged the Project Team to continue its work towards the effective implementation of the competency standard and achievement of the Project's intended outcomes.

3.4.15. The meeting acknowledged the progress of the *AFI-DIGIMET Project on the implementation of the IWXXM model*. Key achievements included the successful launch and operationalization of the project, the development of a draft project implementation action plan, the establishment of a network of State focal points, and the initiation of the assessment of the IWXXM status across the region. The meeting commended the progress made and encouraged the Project Team to continue their dedicated efforts toward achieving the project's objectives.

3.4.16. The *AFI-METCAL Project on Calibration and Control of Surface-based MET Sensors and Barometers* was successfully launched in May 2026. Since its launch, significant progress has been made, including the establishment of the project team, the development of a roadmap (**Appendix 10**) and implementation action plan, and the preparation of a draft regional framework for the calibration and control of surface meteorological sensors. In addition, key components of the future regional framework have been defined. These include the regional calibration policy, technical guidance, the network of national focal points, reference centres, as well as a regional monitoring and reporting mechanism. Main technical documents and tools to be developed have been also identified, including Standard Operating Procedures (SOPs), regulatory guidelines and instruments, quality assurance procedures, and document management tools. In summary, the AFI-METCAL Project is now structured and operational, with a project team established, a roadmap in place, and the main regulatory, technical, and quality instruments under development. The meeting commended the progress achieved in such a short period and encouraged the project team to accelerate implementation of this project, which is of major importance for strengthening the quality, reliability, and traceability of meteorological measurements in the region.

3.4.17. The *AFI-DISMET Project on Improving OPMET Delivery and MET Product Access in the AFI region* had not reported on any tangible achievement since its inception in May 2026. To address the lack of achievements by the AFI-DISMET Project, the meeting tasked the Secretariat to coordinate with the Project Team to identify obstacles hindering progress, and take appropriate remedial actions.

3.5. Reporting on planning and implementation by States and Stakeholders

WMO activities of relevance to ICAO (WMO)

3.5.1. The meeting was updated on recent and upcoming activities by the World Meteorological Organization (WMO) relevant to both ICAO and other initiatives. Key events highlighted included the Aviation Meteorology Training Seminar and the ESAF 2026 Regional Aeronautical Meteorology Workshop held in July 2026. In September 2025, WMO hosted a Global Aviation Stakeholders Meeting focused on Aircraft-Based Observations (ABO) and convened the Expert Team on ABO. In October 2025, WMO supported a six-month pilot project using innovative Windborne Global Sounding Balloons (GSBs) for upper-air atmospheric measurements in East Africa, complemented by a two-day Regional Consultative and Capacity-Building Workshop on this technology held on 23–24 October 2025 in collaboration with the Gates Foundation.

3.5.2. The meeting was also informed about the planned discontinuation of WMO Technical Regulations (WMO-No. 49), Volume II, due to overlap with ICAO Annex 3. Parts I and II were discontinued in 2023, with Parts III and IV expected to be discontinued around 2027. Relevant material from WMO-No. 49, Volume II is being transferred into ICAO PANS-MET (Doc 10157), Amendment 1. The meeting was also updated on new and updated WMO publications related to MET.

3.5.3. The meeting commended WMO's support to ICAO initiatives and encouraged continued collaboration between the two organizations to advance aeronautical meteorology across the AFI region.

3.6. Other Air Navigation initiatives

Digital tool for supporting the evaluation of flight inspection reports for Radio Navigation Aids

3.6.1. The Meeting received an update on Togo's initiative led by ANAC Togo to develop a digital tool supporting the evaluation of flight inspection reports for radio navigation aids (VOR, DME, and ILS).

3.6.2. The web-based tool automatically imports, extracts, and analyses data from flight inspection reports, comparing it against applicable ICAO criteria (Annex 10, Volume I, and Doc 8071) to generate traceable results that support technical oversight. Preliminary tests on a limited sample of reports demonstrated significant time savings, reducing average processing time from approximately 32 hours for a full manual assessment to just 11 minutes.

3.6.3. While these initial results will be validated through further testing across different operational environments, the Meeting commended Togo for this innovative initiative and encouraged the State to complete the development of the tool for the benefit of the region.

Progress Report of RBIS Project

3.6.4. The meeting was updated on the progress achieved by the AIM Result-Based Implementation Support (RBIS) project, aiming to assist States to implement Quality Management System (QMS) in Aeronautical Information Management (AIM), Aeronautical Information Exchange Model (AIXM) and Terrain and Obstacle Data (TOD). The meeting noted that from September 2023 to August 2025, twelve (12) assistance missions were conducted to the following States: Benin, Côte d'Ivoire, Democratic Republic of Congo, Gabon, Guinea, Mauritania, Nigeria, Liberia, Senegal, Sierra Leone and Togo, and that two assistance activities to Ghana and Chad are scheduled in October 2026.

3.6.5. The meeting was informed that most of the assisted States have submitted action plans for the regulation, implementation and oversight of QMS, AIXM, eAIP and TOD. The meeting congratulated Roberts Flight Information Region (RFIR), (the Air Navigation Service Provider for Guinea, Liberia and Sierra Leone), on the commendable progress it has achieved in implementing the plan of action following the RBIS assistance. Indeed, RFIR successfully achieved in December 2025, ISO 9001:2015 Certification of its QMS covering Aeronautical information and Meteorological information operations. In addition, it conducted the Factory Acceptance Test (FAT) of AIXM and eAIP system.

3.6.6. The meeting commended the AIM RBIS project team on the results achieved so far and encouraged assisted States to continue their efforts in implementing the plans of action and to request from ICAO Regional Offices any follow-up activities they may deem necessary to support effective implementation.

Progress Report of the Codevmet Project

3.6.7. The meeting reviewed the progress achieved by the Project for Cooperative Development of Aeronautical Meteorology Services in the AFI region (CODEVMET-AFI) as a key regional initiative addressing MET deficiencies across the AFI region. Following its reframing and renewed implementation in 2022, the project has achieved the following key results:

- Implementation materials developed and validated, including generic regulations, procedures, guidance documents, and standardized operating procedures (SOPs) to support participating States.
- Nine States assisted in aligning their regulations with MET-related SARPs.

- Support provided to fifteen States and two organizations (AAMAC and ASECNA) in implementing Amendment 82 to ICAO Annex 3 and the new PANS MET through a dedicated workshop.
- Six States supported for the implementation of Quality Management Systems (QMS) in MET. Cabo Verde's Meteorological Service obtained ISO 9001:2015 certification in September 2025.
- 25 technical staff from eight States and two ANSPs trained as Internal Quality Auditors.
- Support for migration from SADIS FTP to SADIS API through a capacity building workshop for twelve States and ASECNA. Nigeria successfully deployed SADIS API at NiMet.
- Eighteen ASECNA Member States supported with capacity building and development of a regional roadmap for space weather information provision.
- Training courses developed for Internal Quality Auditors and Aeronautical Meteorological Personnel Competency Assessors in English and French.
- Development of capacity building materials on maintenance, control and calibration of MET sensors and instruments in progress.
- Conduct of situational assessments of AMET-B1 elements at 16 international airports in six States, providing detailed reports with gap analyses and recommendations.

3.6.8. The meeting commended the Project's progress and encouraged States and stakeholders to leverage it to strengthen MET capacity and address ANS deficiencies.

Outcomes of the Third Volcanic Ash Exercise and the Fifth Meeting of the AFI Volcanic Ash Exercise Steering Group

3.6.9. The meeting was updated on the outcomes of the third AFI volcanic ash exercise (VOLCEX 25/01) conducted on 26 February 2026 and led by Kenya. The exercise simulated an eruption of Kenya's Barrier Volcano, with an ash plume reaching FL550 and affecting Kenya, Ethiopia, South Sudan, Uganda, the Democratic Republic of Congo, Rwanda and Tanzania. Objectives included testing coordination among agencies, assessing timely message distribution (VONA, SIGMET, NOTAM, etc.), verifying communication networks, evaluating local contingency preparedness, reviewing bilateral information-sharing, demonstrating air-report transmission as per Annex 3, and recommending procedural improvements. The report, which provides details of the outcomes of the exercise, including the preparatory activities undertaken for the exercise, lessons learned, areas identified for improvement, and actionable remedial recommendations, is provided in **Appendix 11** to this report. The Meeting reviewed and endorsed the exercise report, commended Kenya for its efforts, and urged States and stakeholders to implement recommendations to further enhance the effectiveness of future exercises.

3.6.10. Furthermore, the meeting reviewed the outcomes of the Fifth Meeting of the AFI Volcanic Ash Exercise Steering Group (AFI VOLCEX/SG5), held virtually on 9 June 2026, with 39 participants from States of the AFI region and the industry. The meeting reviewed lessons learned from the third exercise, updated guidance materials, including the AFI Volcanic Ash Exercise Operational Instructions (**Appendix 12**), and set objectives for the next exercise. Cameroon and Comoros were elected Chairperson and Vice-Chairperson, respectively, and the Steering Group's Terms of Reference were revised (**Appendix 13**). The meeting commended Kenya's work and endorsed Cameroon's proposal to lead the fourth AFI volcanic ash exercise in 2027. It also endorsed the Steering Group's future work programme (**Appendix 14**).

The Meeting formulated the following conclusion and decision.

IIM/SG9 Conclusion 9/01: Enhancing preparedness for the provision of information on volcanic activities in the AFI region					
Why:	*To practice and develop inter-agency response to volcanic activity,*				
What:	*a) The report of the third volcanic ash exercise, the proposal of Cameroon to lead the fourth exercise, and the future work programme for 2026/2027 of the AFI Steering Group of Volcanic Ash Exercise are endorsed.* *b) States and Stakeholders are urged to implement the recommendations contained in the report of the third volcanic ash exercise by 30 November 2027.* *c) Cameroon, with the support of the Secretariat, to coordinate and lead the fourth volcanic ash exercise in the AFI region by 30 November 2027.*				
Who:	*a) AASPG* *b) States* *c) Cameroon*				
When:	*b), c). by 30 November 2027*				
Implementation follow-up					
Follow-up required	Yes ☒ No ☐	Metrics	*Recommendations as contained in the third volcanic ash exercise report implemented* *Fourth volcanic ash exercise conducted*	Means to collect	*Report on the implementation of recommendations* *Report on the fourth volcanic ash exercise*

IIM/SG9 Decision 9/02: Volcanic ash coordination framework					
Why:	*That, to improve the effectiveness of the volcanic ash coordination framework,*				
What:	*The revised Terms of Reference of the AFI Steering Group on Volcanic Ash Exercise and the Updated AFI Volcanic Ash Exercise Operating Instructions are endorsed.*				
Who:	*AASPG*				
When:	*6 November 2026*				
Implementation follow-up					
Follow-up required	Yes ☐ No ☒	Metrics	Not applicable	Means to collect	*Not applicable*

OPMET Information Delivery, Continuous Monitoring and Management of OPMET Data Exchange in the AFI region

3.6.11. The Meeting recalled that the Africa-Indian (AFI) Meteorological Bulletin Exchange (AMBEX) scheme was established by the AFI Planning and Implementation Regional Group (APIRG) in 1986 as the primary guidance framework detailing the procedures for OPMET exchange within the region. However, the current AFI AMBEX procedures, last published in 2014, are no longer fully aligned with recent developments of ICAO Standards and Recommended Practices (SARPs). The Meeting was also reminded that AASPG/1 Meeting, recognizing concerns over timely delivery of quality OPMET information, commended the Secretariat for initiating the review of AMBEX system and adopted Decision 1/15, directing the Secretariat to expedite updating the AFI AMBEX System and Procedures in coordination with NOCs, BCCs, and IROGs/RODBs.

3.6.12. Upon the assessment of the AMBEX System and the conduct of Gaps Analysis in May 2025, CNS and MET experts Team from States and Industry, drafted the Updated Version of the Scheme and Procedure for OPMET Data Exchange, which was validated through a workshop held in March 2026 in Accra, Ghana. The workshop thoroughly examined the draft AMBEX Handbook and provided consolidated comments which were incorporated in the Handbook. It was also agreed to rename the Handbook as the AFI OPMET Data Exchange Scheme and Procedures Handbook (AODEX–HB) to better reflect the data-centric approach to meteorological information provision.

3.6.13. In June 2026, States and Industry were requested through the State Letter Ref. T10/7.2 – 0444 dated 16 June 2026 to review the AODEX Handbook. Responses were received from only Guinea and Senegal, whose contributions were duly considered and incorporated in the finalization of the Handbook provided in **Appendix 15.** Furthermore, the Meeting reviewed the implementation roadmap, set out in **Appendix 16**, which was developed to guide the operational implementation of the provisions of the AODEX Handbook.

3.6.14. To ensure harmonized implementation of AODEX, continuous monitoring of OPMET exchange operations, coordination of regional implementation requirements, and sustained collaboration with other ICAO regions, the meeting agreed to establish the AFI Regional OPMET Data Management Technical Team (AROMT). AROMT will serve as the regional technical and operational body responsible for monitoring, supporting, and facilitating the exchange and dissemination of OPMET information within the AFI region and between the AFI region and other ICAO regions. The meeting reviewed and endorsed the proposed Terms of Reference (ToRs) for AROMT, as provided in **Appendix 17.**

The Meeting formulated the following conclusion accordingly:

IIM/SG9 Conclusion 9/03: Enhancing OPMET data Information Delivery	
Why:	*That, to strengthen the effectiveness of operational meteorological (OPMET) information delivery to end-users,*
What:	*a) the updated OPMET Data Exchange Scheme and Procedures (AODEX) Handbook, and the Terms of Reference of the AFI Regional OPMET Data Management Technical Team (AROMT) are endorsed.* *b) the Secretariat to establish the Regional OPMET Data Management Technical Team based on States' nominations by 30 June 2027.*

	c) States to implement the provisions of the AODEX Handbook by 31 December 2027 as per the AODEX Implementation Roadmap.				
Who:	*a) AASPG* *b) Secretariat* *c) States*				
When:	*a). 6 November 2026* *b). 30 June 2027* *.c) 31 December 2027*				
Implementation follow-up					
Follow-up required	Yes ☒ No ☐	Metrics	AROMT established Provisions of the AODEX implemented	Means to collect	*Evidence of the establishment of the AROMT.* *States' feedback on the implementation of AODEX provisions*

Update on the preparation of the AFI ANS SUMMIT

3.6.15. The Meeting was provided with an update on the preparation of the AFI Air Navigation Services (ANS) Summit, aimed at promoting harmonized, interoperable and seamless air navigation systems across the region. Following APIRG decisions and the establishment of the AASPG framework, ICAO and IATA, in collaboration with relevant stakeholders, were tasked with coordinating the preparation of the Summit, now targeted for end of 2027.

3.6.16. Preparatory activities include the establishment of Project teams, development and customization of project templates, conduct of a survey on priority ANS projects, and the development of a consolidated ANS Master Document containing costed projects aligned with States' needs and the continental vision for seamless air navigation. The action plan for the preparation of the ANS Summit is in **Appendix 18** and the AFI ATM Master Plan is provided in **Appendix 19.** The meeting, through breakout sessions covering CNS, AIM and MET areas, reviewed the AFI ATM Master Plan and provided relevant comments for its improvement. The Meeting adopted the following conclusion.

IIM/SG9 Conclusion 9/04: AFI ATM Master Plan					
Why:	*That, to facilitate the AFI seamless ATM operations through ATM solutions capable of ensuring safety and efficiency of air transport throughout the AFI region,*				
What:	*the AFI ATM Master Plan is endorsed.*				
Who:	*AASPG*				
When:	*6 November 2026*				
Implementation follow-up					
Follow-up required	Yes ☐ No ☒	Metrics	Not applicable	Means to collect	Not applicable

AASPG Annual report release

3.6.17. The meeting was briefed on the development of the AASPG Annual Safety and Air Navigation Report (AAR). It recalled AASPG/1 Decision 1/32, which endorsed the first edition of the report (AAR#1) and tasked the Secretariat with coordinating the establishment of the AASPG Annual Reporting Team (AART).

3.6.18. As the AASPG Annual Safety and Air Navigation Reporting Team (AART) had not yet been established, the development of AAR#1 was coordinated primarily by the Secretariat.

3.6.19. Although AASPG/1 endorsed the establishment of the AART and tasked the Secretariat with coordinating the nomination of its members, the team has not yet been constituted due to coordination issues.

3.6.20. The AART could be constituted by leveraging the former Annual Safety Reporting Team (ASRT) and Annual Air Navigation Reporting Team (AANRT), with new nominees as necessary.

3.6.21. The AART will develop the annual report template for endorsement by AASPG. In the interim, the AAR#2 is proposed to be developed under Secretariat coordination.

3.6.22. AAR#2 will cover January–December 2025, building on AAR#1 with emphasis on regional safety and air navigation initiatives.

3.6.23. The initial draft of AAR#2 will be presented to AASPG/2, with the final report targeted for release by December 2026.

3.6.24. The meeting noted the status of the preparation of the AASPG Annual Report, urged the Secretariat to coordinate the establishment of the AART, and encouraged States and industry to provide the required data to facilitate its timely completion and release.

SAT Update

3.6.25. The meeting was briefed on recent developments in the South Atlantic (SAT) Group, including the work of the Steering Group (SG), the Implementation Management Group (IMG) and the Safety Oversight Group (SOG). Key achievements included progress in ATS capacity and efficiency improvements, PBCS and AIDC implementation, contingency planning, traffic monitoring and forecasting, and safety oversight. Traffic in the SAT area increased by 7.2% in 2025, with continued growth forecast for the coming years, while the collision risk assessment for the EUR/SAM corridor confirmed that the target level of safety was met.

3.6.26. The meeting also noted challenges related to limited provision of data by States, insufficient coordination between some ATS units due to issues with the CAFSAT network, and delayed AIDC implementation, insufficient resources, and limited opportunities for physical meetings. States were encouraged to strengthen their commitment to SAT activities, while AASPG was called upon to support resource mobilization for the effective implementation of SAT projects.

Update on AFI SWIM Project

3.6.27. The meeting noted the progress achieved in establishing the AFI SWIM Project, including the call for nominations and the ongoing selection of experts from the ATM, AIM, CNS and MET domains. It further noted that the initial project activities will focus on defining SWIM implementation requirements, conducting a regional gap analysis and developing an AFI SWIM transition roadmap.

3.6.28. The meeting encouraged States and Organizations to continue supporting the project through the nomination of qualified experts and active participation in project activities. As requested by several States, the Secretariat will recirculate the State Letter inviting nominations. Senegal, Uganda, Kenya and Namibia expressed their interest in participating in the AFI SWIM Project and committed to submitting nominations.

Outcomes of the Regional Workshop on Spectrum

3.6.29. The meeting noted that the WRC-27 Preparatory Workshop and AFI Regional Workshop on Aviation Spectrum Management, held in Dakar from 2 to 5 March 2026, significantly enhanced States' awareness of the ICAO Position for WRC-27 and strengthened regional capacity in aviation spectrum management. Key topics addressed included radio altimeter protection, GNSS radio-frequency interference (RFI), VHF interference management, frequency coordination, and the maintenance of accurate aeronautical frequency records.

3.6.30. The workshops reinforced cooperation among States, ANSPs, ICAO, ITU and industry stakeholders, while highlighting the need to strengthen coordination with national telecommunications regulators, improve the reporting of interference events, and support the implementation of the AFI-SPECTRA Project.

3.6.31. The meeting further emphasized the need for dedicated workshops on the use of the Frequency Finder tool and encouraged all States of the AFI region to actively use and regularly update Frequency Finder data to support accurate and harmonized regional spectrum management and frequency coordination.

The meeting formulated the following Conclusion:

<table>
<tr><td colspan="6">IIM/SG9 Conclusion 9/05 Strengthening aviation spectrum management and supporting preparations for WRC-27</td></tr>
<tr><td>Why:</td><td colspan="5">That, to strengthen aviation spectrum management and support preparations for WRC-27:</td></tr>
<tr><td>What:</td><td colspan="5">a) States to support ICAO's Position on aviation-related WRC-27 agenda items, keep an up-to-date record of aeronautical frequencies, report GNSS RFI events to their respective ICAO Regional Office and establish Memoranda of Understanding between civil aviation authorities and national telecommunications regulators if not yet done so.
b) AFI SPECTRA Project, with support of the Secretariat to report on the implementation by 31 August 2027.</td></tr>
<tr><td>Who:</td><td colspan="5">a): States
.b): AFI SPECTRA Project,</td></tr>
<tr><td>When:</td><td colspan="5">a), b): 31 August 2027</td></tr>
<tr><td colspan="6">Implementation follow-up</td></tr>
<tr><td>Follow-up required</td><td>Yes ☒
No ☐</td><td>Metrics</td><td>Aeronautical frequencies updated

Memorandum of Understanding between civil aviation authorities and</td><td>Means to collect</td><td>Report on the update of aeronautical frequencies

Copies of signed memoranda of understanding</td></tr>
</table>

			national telecommunications regulators established		*Implementation report of AFI SPECTRA Project*

Global Developments related to CNS and Spectrum

3.6.32. The meeting was updated on recent ICAO global developments in CNS and aeronautical spectrum, focusing on CNS modernization, GNSS resilience, spectrum protection and emerging technologies.

3.6.33. Key developments included advances in ATN/IPS and future communication technologies, strengthened measures to address GNSS interference, enhanced surveillance provisions under Annex 10, and preparations for WRC-27, particularly Agenda Item 1.7. States were encouraged to support ICAO positions and strengthen national and regional spectrum coordination.

3.6.34. The meeting also noted the modernization of the ICAO Frequency Finder and establishment of the Integrated CNS and Spectrum Task Force (ICNSS-TF) to support long-term CNS and spectrum planning. States were encouraged to maintain updated AIP and frequency data.

3.6.35. Togo expressed support for ICAO positions during WRC-27 preparations and requested assistance with C-band deployment and cross-border frequency coordination. The Secretariat indicated that the twenty-ninth meeting of the Satellite Network Management Committee (SNMC) (SNMC/29), planned for early 2027, and a dedicated virtual meeting would provide opportunities to address these issues.

Meteorology in SWIM

3.6.36. The meeting was briefed on MET-SWIM, which applies SWIM principles to aeronautical meteorology and will progressively replace legacy AFS-based exchanges with information services using IWXXM. Current and emerging MET-SWIM services include:

- SADIS and WIFS APIs, supporting access to WAFS information; SADIS API (WAFC London) and WIFS API (WAFC Washington) became operational in 2025.
- VAAC London and Toulouse QVA APIs, operational since 27 November 2025.
- AMOIS, the future aerodrome meteorological observation information service, progressively replacing METAR, SPECI and local reports.
- AMFIS, the future aerodrome meteorological forecast information service, progressively replacing TAF and TREND.
- HWIS, the future hazardous weather information service, complementing and eventually replacing SIGMETs.

3.6.37. The meeting highlighted benefits of MET-SWIM across the entire aviation system, such as real-time information exchange, improved hazard awareness, flight planning and ATM integration, while noting challenges related to data volumes, differing capabilities and implementation timelines, standardization, and investment needs.

3.6.38. States and industry were urged to follow implementation plans, strengthen SWIM/IWXXM readiness, participate in regional and global planning, and prepare for the transition to future MET information services.

Update on the ESAF Regional MET Workshop and SIP Project on availability

3.6.39. The Meeting was briefed on the outcomes of the ESAF Regional Workshop on Aeronautical Meteorology held virtually on 14 July 2026 and progress under the related Implementation Support Project on OPMET data availability. The Workshop reaffirmed OPMET availability, IWXXM implementation and space weather readiness as key regional priorities, while also addressing SADIS API access, historical MET data, Annex 3 amendments and AMET ASBU reporting. The Meeting highlighted the importance of these annual technical meetings as platforms for collaboration among States, ICAO, regional centres and industry.

3.6.40. The Meeting also noted progress under the No Country Left Behind project on improving States' capacity to handle OPMET data, covering Burundi, Ethiopia, Malawi, Tanzania and Zambia. All five States completed gap assessments, with capacity-building workshops conducted in Burundi and Malawi and others planned for August–September 2026. A detailed report and Action Plan have been developed for Malawi, with others forthcoming. The Secretariat will use these outputs to mobilize further support and improve OPMET availability across the ESAF region.

Agenda Item 4: Air Navigation Deficiencies

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

4.1. The meeting was provided with an update on the status of air navigation deficiencies in the Communications, Navigation and Surveillance (CNS), Aeronautical Information Management (AIM) and Aeronautical Meteorology (MET) fields recorded through the AFI Air Navigation Deficiencies Database (AANDD), as well as with the results of the review conducted by the ICAO Regional Offices and highlight on the status of confirmed preliminary deficiencies and related follow-up actions.

4.2. As of October 2025, forty-eight (48) notifications of potential air navigation deficiencies had been submitted through the AANDD platform. Following a review by the ICAO Regional Offices, the notifications were categorized as follows:

a) Twenty-nine (29) notifications related to AIM, AOP, ATM, CNS and MET were assessed as not constituting deficiencies;

b) Eight (8) notifications related to AOP, ATM, CNS and SAR required additional information and clarification from the stakeholders concerned;

c) Nine (9) notifications related to AIM, AOP, ATM, MET and SAR were confirmed as preliminary deficiencies and the States concerned were requested to submit corrective action plans; and

d) Two (2) notifications related to AOP had been resolved. before the Committee reviewed the deficiencies.

4.3. The confirmed preliminary deficiencies continue to be monitored by the ICAO Regional Offices in coordination with the States concerned. Appropriate corrective actions are being pursued to address the identified issues and prevent their recurrence. The meeting encouraged States to address identified preliminary deficiencies in a timely manner and provide updates on the implementation of corrective action plans.

4.4. The meeting also encouraged States and Organizations to continue using the AANDD mechanism for the reporting and monitoring of air navigation deficiencies.

Agenda Item 5: Implementation challenges of the Subgroup

Overview of the Reframed IIM/SG Projects launch and dedication to achieving success

5.1. The meeting was updated on the restructured IIM/SG projects established by AASPG to support States in implementing ICAO SARPs and regional requirements in CNS, AIM and MET. Following the AASPG/1 Decision 1/11 restructuring the IIM projects, a total of 16 projects were established: 3 in AIM, 7 in CNS and 6 in MET. The launch meetings of the projects were held from 11 to 15 May 2026, during which Project Team Coordinators (PTCs) were designated, and project objectives, scope and implementation arrangements were clarified.

5.2. Since the kick-off meetings, Project Teams have commenced their activities, including reviewing project documents, developing implementation plans and roadmaps, and achieving initial results. The meeting emphasized the importance of sustained engagement by Project Teams, noting that their outputs will provide key inputs to the ANS Projects Catalogue, in line with AASPG/1 Decision 1/18. The meeting therefore encouraged teams to maintain active participation and support the effective implementation of the restructured IIM projects.

SADIS Matters and SADIS Focal Points

5.3. The meeting was informed of the planned retirement of the SADIS FTP in November 2028 and urged States to accelerate migration to the SADIS API or WIFS API, which provide higher-resolution WAFS data and support MET-SWIM requirements. The status of implementation of SADIS is provided in **Appendix 20** to this report. The meeting also highlighted the need for MET service providers to upgrade their software and ensure the ability to visualize IWXXM SIGWX data.

5.4. The meeting further noted gaps in the production and international exchange of IWXXM OPMET data, particularly in Africa, and encouraged States to establish the necessary exchange pathways, produce quality-assured IWXXM data, and adopt current IWXXM schemas. The meeting encouraged States and stakeholders to plan actions to accelerate SADIS API migration and strengthen IWXXM production and dissemination in the AFI region.

5.5. Furthermore, the meeting noted that the SADIS Focal Points list, maintained by ICAO Headquarters, is significantly outdated, with obsolete and incorrect contact records (A**ppendix 21**). SADIS user States were invited to review and update through the Secretariat their focal point information or request deletion of obsolete entries by 31 March 2027, to support an updated list. The following conclusion was formulated accordingly.

IIM/SG9 Conclusion 9/06	***Update of the SADIS Focal Point Information***
Why:	*To ensure effective coordination with States on SADIS matters,*
What:	*States that have not yet done so are urged to update their State SADIS Focal Point information by 31 March 2027.*
Who:	*States*
When:	*31 March 2027*
Implementation follow-up	

Follow-up required	Yes ☒ No ☐	Metrics	*List of SADIS focal points updated for all States*	Means to collect	*Report on the updated SADIS focal point information.*

Agenda Item 6: Activities to be coordinated with AAO and SMO Subgroups

Common AAO, IIM and SMO Subgroups activities

6.1. The meeting discussed activities that require coordination among the AAO, IIM and SMO Subgroups and noted that several activities under the AASPG work programme need coordination between the three Subgroups. Key cross-cutting areas identified include update of ASBU applicable elements, reporting on BBBs implementation, development of the NANP Template, SSCs resolution, coordination of volcanic ash exercise. The meeting formulated the following decision accordingly.

IIM/SG9 Decision 9/07: Common activities across the Subgroups	
Why:	*That, to ensure harmonized planning, efficient implementation, monitoring and reporting of activities that involve the three Subgroups,*
What:	*the following activities are identified to be coordinated by AAO, IIM and SMO Subgroups.* *a) Workshop on the operationalisation of the BBBs monitoring and reporting tool, to be coordinated with AAO Subgroup by 30 June 2027;* *b) Update of the ASBU applicable elements to be coordinated with AAO Subgroup by 30 June 2027;* *c) Development of the NANP Template to be coordinated with AAO Subgroup by 30 April 2027;* *d) Workshop on SSCs prevention to be held by 31 December 2027 in coordination with AAO and SMO Subgroups;* *e) Development of AASPG Projects Portfolio Dashboard in coordination with AAO and SMO Subgroups by 30 June 2027.* *f) Conduct of the fourth volcanic ash exercise of the AFI Region by 30 November 2027 to be coordinated with AAO and SMO Subgroups.*
Who:	*.a), b), c) IIM and AAO SG* *.d), e), f) IIM, AAO and SMO SG*
When:	*.a), b), e) 30 June 2027* *.c) 30 April 2027* *.d) 31 December 2027* *.f) 30 November 2027.*
Implementation follow-up	

Follow-up required	Yes ☒ No ☐	Metrics	*Workshop on the operationalisation of the BBBs monitoring and reporting tool Conducted.* *ASBU applicable elements updated.* *NANP Template developed.* *Workshop on SSC prevention conducted.* *AASPG Projects Portfolio Dashboard developed.* *Fourth volcanic ash exercise conducted.*	Means to collect	*Reports on the workshops conducted.* *Tables of updated ASBU elements.* *Draft NANP Template.* *AASPG Projects Portfolio Dashboard Tool* *Report on the fourth volcanic ash exercise.*

ADS-B mandate survey

6.2. The meeting reviewed the ADS-B height monitoring in the AFI region. The results of an analysis based on ADS-B and traffic data collected between 2022 and 2025, indicated an average ADS-B equipage rate of 86% in FIRs representing approximately 60% of upper-airspace traffic in the AFI region.

6.3. The meeting noted that while some GNSS RFI events had been reported in parts of Central Africa and the Horn of Africa, no significant impact on flight operations or RVSM height-keeping had been observed.

6.4. The meeting also noted that ADS-B and E2GMU could be used concurrently by ARMA as an interim solution. It further acknowledged and supported the outcome of the AAO/SG9 meeting requesting air operators operating in AFI RVSM airspace to coordinate with ARMA the list of their fleet eligible for each type of height-keeping monitoring methodology.

Agenda Item 7: Proposed recommendations/actions to be taken by ICAO HQ

7.1. The meeting discussed potential actions to be undertaken by ICAO Headquarters and recognized that continued ICAO support would be beneficial in several key areas, including:

- Implementation of System-Wide Information Management (SWIM) and performance-based air navigation initiatives;
- Assistance to States in aligning their National Air Navigation Plans (NANPs) with the AFI Air Navigation Plan;
- Capacity-building and technical assistance to support aviation modernization and digital transformation programmes; and

- Addressing risks associated with GNSS interference, protection of the radio frequency spectrum, and enhancing the resilience of CNS systems.

7.2. The meeting encouraged the Secretariat to maintain close coordination with ICAO Headquarters to facilitate the provision of appropriate support, as required, in the above-mentioned areas.

Agenda Item 8: Review of the Terms of Reference and the Work Programme of the Subgroup

8.1. The meeting reviewed the Terms of Reference (ToR) and the Work Programme of the IIM/SG for 2026–2027, with a view to ensuring their continued alignment with the IIM/SG mandate, AFI eANP priorities, ongoing CNS, AIM and MET projects, and relevant AASPG Conclusions and Decisions.

8.2. Following its review, the meeting agreed that the existing Terms of Reference remain valid and adequate. The meeting also reviewed the implementation status of the Work Programme and proposed updates to reflect ongoing and planned activities under the IIM/SG.

8.3. To further strengthen coordination among the contributory bodies, the meeting agreed on two coordination meetings of the AAO, IIM and SMO Subgroups each year. The draft Work Programme for 2026–2027 was amended accordingly as presented in **Appendix 22.**

8.4. The meeting subsequently agreed on the following Decision:

<table>
<tr><td colspan="6">IIM/SG9 Decision 9/08: Work Programme for 2026-2027 of the IIM Subgroup</td></tr>
<tr><td>Why:</td><td colspan="5">That, to guide the implementation of the Subgroup activities</td></tr>
<tr><td>What:</td><td colspan="5">The work programme for 2026-2027 is endorsed</td></tr>
<tr><td>Who:</td><td colspan="5">AASPG</td></tr>
<tr><td>When:</td><td colspan="5">November 2026</td></tr>
<tr><td colspan="6">Implementation follow-up</td></tr>
<tr><td>Follow-up required</td><td>Yes ☐
No ☒</td><td>Metrics</td><td>Not applicable</td><td>Means to collect</td><td>Not applicable</td></tr>
</table>

Agenda Item 9: Any other business

9.1. The meeting was informed of the forthcoming ICAO Air Navigation World Conference on Communications, Navigation, Surveillance (CNS) and Spectrum, scheduled to take place in Kotor, Montenegro, from 12 to 15 October 2026. The Conference will bring together aviation authorities, air navigation service providers, regulators, industry representatives, and technology experts to discuss emerging developments, challenges, and future priorities related to CNS systems and aviation spectrum management. States, ANSPs, and industry stakeholders were encouraged to actively participate and contribute to the discussions.

Agenda Item 10: Conclusions/Decisions of the Ninth Meeting of the Infrastructure and Information Management Subgroup (IIM/SG9)

10.1. The meeting reviewed and adopted five (5) Conclusions and three (3) Decisions as per **Appendix 2** to this report.

Closing Ceremony

The closing session was addressed by Eng. Mukuka Besa, Chairperson of the IIM Subgroup; Ms. Joyce Asante, Vice-Chairperson; and Mr. Nika Meheza Manzi, Deputy Regional Director, ICAO WACAF Office.

Ms. Asante thanked participants for their active engagement, commended the IIM Project Teams for the quality of the working papers, and encouraged continued dedication to the implementation of project deliverables.

Eng. Besa commended the meeting for its constructive deliberations and valuable contributions. On behalf of the Subgroup, he acknowledged the Project Teams' efforts and encouraged their continued commitment to the effective implementation of the restructured IIM projects.

Mr. Manzi expressed his appreciation to the IIM/SG members for their support and active participation and acknowledged the leadership of the Chairperson and Vice-Chairperson, and the overall work of the Subgroup. He concluded by thanking the Secretariat, delegates and interpreters for their contributions to the successful conduct of the meeting.

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