INTERNATIONAL CIVIL AVIATION ORGANIZATION

Second Meeting of the Africa - Indian Ocean Aviation System Planning and Implementation Group (AASPG/2)

Livingstone, Zambia, 2 - 6 November 2026

Agenda item 4: Implementation of safety and air navigation goals, targets and indicators, including priorities set in the Regional Aviation Safety and Air Navigation Plans

Operationalization of the new platform for the management of Air navigation deficiencies and the monitoring of BBB implementation

(Presented by the Secretariat)

SUMMARY	
This working paper provides an update on the development of an enhanced regional platform for the management of air navigation deficiencies and the monitoring of Basic Building Blocks (BBBs) and Aviation System Block Upgrades (ASBUs) implementation. It also proposes the expanded scope and renaming of the existing AFI Air Navigation Deficiencies Database (AANDD). Action by the Meeting is provided in paragraph 3.	
REFERENCE(S)	• Global Air Navigation Plan – GANP Portal • AFI Air Navigation Plan • APIRG/17, APIRG/21, APIRG/25, APIRG/27 and AASPG/1 reports
Strategic Goals	*A - Every Flight is Safe and Secure; and* *B - Aviation is Environmentally Sustainable.* *C. Aviation Delivers Seamless, Accessible, and Reliable Mobility for All* *D- No Country Left Behind*

1. INTRODUCTION

1.1 The Basic Building Block (BBB) framework outlines the foundation of a robust air navigation system. It identifies the essential infrastructure and services to be provided for international civil aviation in accordance with ICAO SARPs.

1.2 The AASPG/1 meeting, held in Libreville, Gabon, from 3 to 7 November 2025, reviewed the status of BBBs oversight in the region and expressed concern regarding the low scores as reflected on the Universal Safety Oversight Audit Programme (USOAP) Continuous Monitoring Approach (CMA) Online Framework (OLF). It emphasized the need to have a clear and accurate picture of the actual implementation status of BBBs by Air Navigation Service Providers (ANSPs) and Aerodrome Operators across the region.

1.3 Recognizing the need for alternative mechanisms to collect reliable data on BBBs implementation, the AASPG/1 meeting tasked the Secretariat, through AASPG/1 Decision 1/10, to propose a mechanism to assist States in monitoring and reporting on the

implementation of the BBBs.

2. DISCUSSION

2.1 The BBB framework included in the GANP recommends the establishment of an effective process for verifying, pursuant to Article 37 of the Chicago Convention, that the essential air navigation services are provided. The framework further recommends that the process for verifying the implementation of these essential services be embedded within the methodology for the identification of deficiencies against the regional air navigation plans.

2.2 The meeting may recall that the development of the AANDD was requested by APIRG/17 through Conclusion 17/100. The platform was subsequently adopted by APIRG/21, through Conclusion 21/23, as the regional mechanism for identifying, recording and addressing air navigation deficiencies in the AFI region. More recently, APIRG/27 endorsed, through Conclusion 27/16, the development of an additional AANDD module for monitoring ASBU planning and implementation.

2.3 Given the close relationship between the Basic Building Blocks (BBB) framework and air navigation deficiencies, and building on the existing functionalities of the AANDD, the Secretariat integrated BBB monitoring into the same platform. The existing AANDD was therefore further enhanced through upgrades to its current modules and the addition of a BBB monitoring module, thereby leveraging the existing database and IT infrastructure.

2.4 This enhanced platform enables designated focal points of ANSPs and Aerodrome Operators to edit data on ASBU and BBB implementation for subsequent validation by the designated State focal point. State validation remains a prerequisite for the data to be reflected as official implementation information. Each module of the system provides dashboards as highlighted in Appendix A to this working paper.

2.5 In view of this progressive expansion, and recognizing that the scope of the AANDD now extends beyond the management of air navigation deficiencies to include ASBU and BBB implementation monitoring, the meeting may wish to endorse the renaming of the platform as the “AFI Aviation Performance Monitoring System (AAPMS)” in place of the “AFI Air Navigation Deficiencies Database (AANDD)”, to better reflect its expanded scope.

2.6 The development of the system has been completed, and its deployment on the ICAO domain is planned by end of March 2027. Upon deployment, workshops will be organized for States and Service providers focal points to facilitate its operationalization.

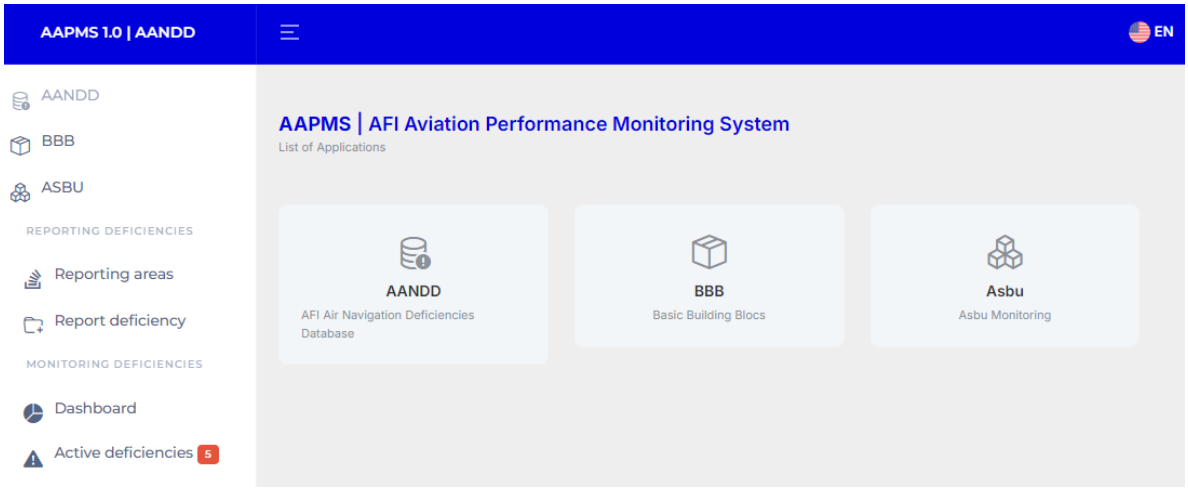
2.7 In light of the above, the meeting may note the progress achieved in expanding the AANDD into an integrated regional platform for the management of air navigation deficiencies and monitoring of ASBU and BBB implementation, including the functionality that allows Service providers to report their raw data for subsequent validation by their respective States. The expanded platform is expected to support more consistent reporting, State validation and monitoring of implementation across the AFI Region.

3 ACTION BY THE MEETING

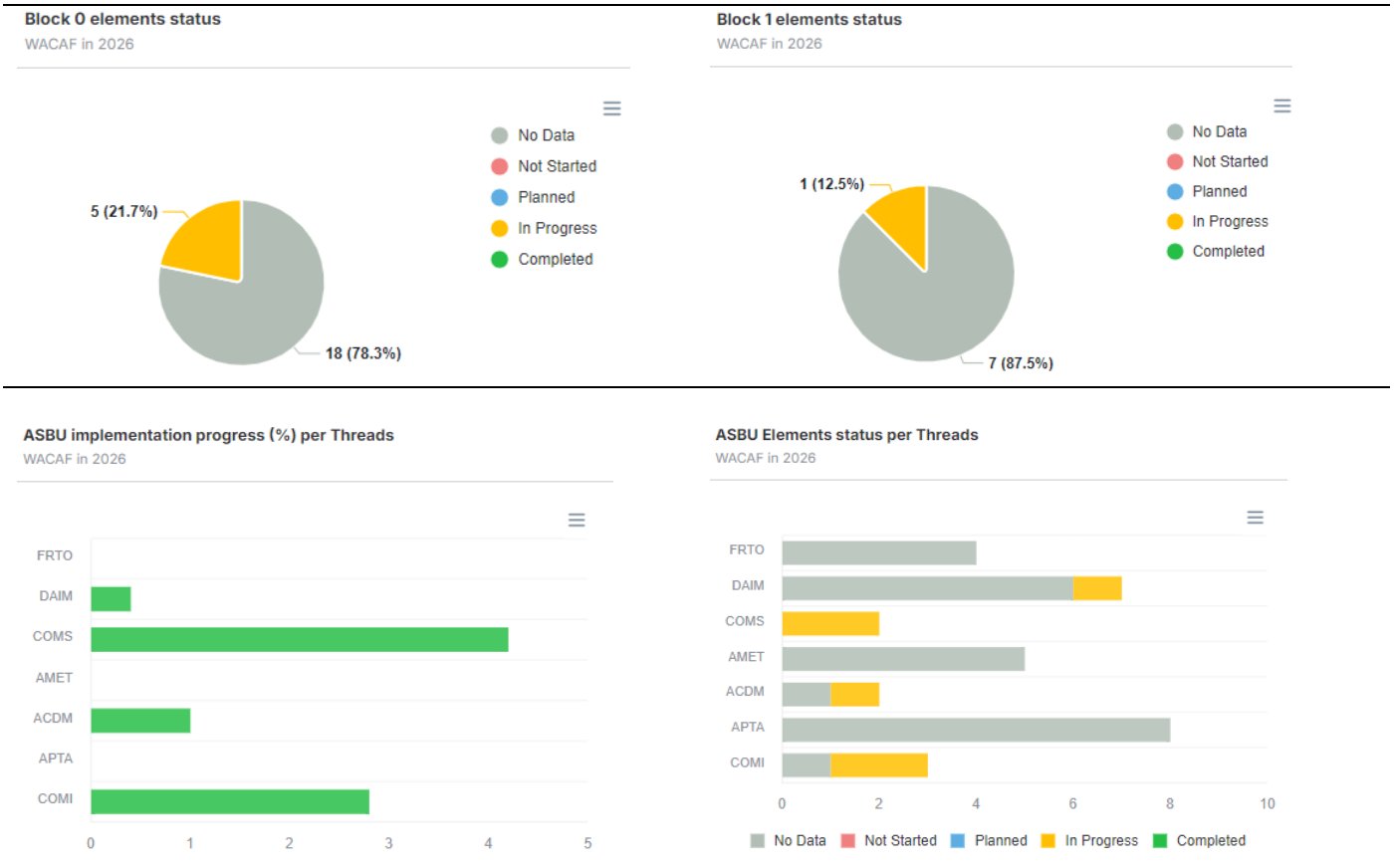
3.1 The meeting is invited to:

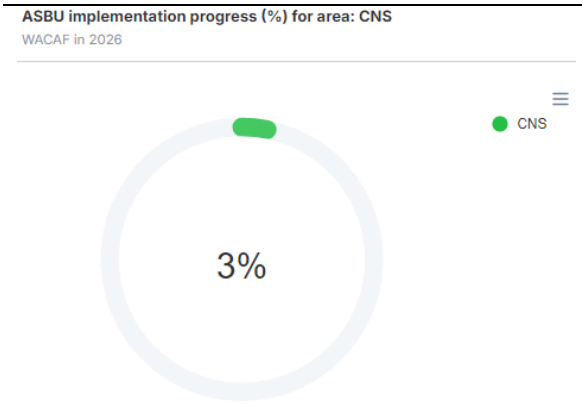
a) note the information provided in this paper;
b) endorse the expanded scope of the platform and its renaming from the AFI Air Navigation Deficiencies Database (AANDD) to the AFI Aviation Performance Monitoring System (AAPMS);
c) encourage States to designate/update the relevant focal points and ensure timely reporting and validation of implementation data upon deployment of the platform; and
d) provide further guidance as appropriate.

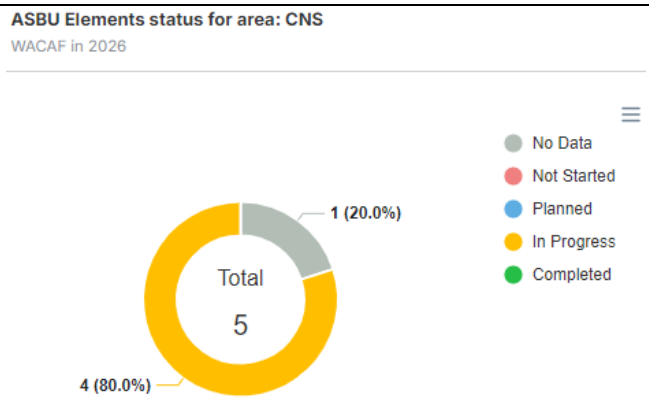
1. AAPMS Home page



2. Sample of ASBU implementation dashboard







3. *Sample of BBB implementation dashboard*

