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

Outcomes of the first AASPG - Tactical Action Group Meeting

(Presented by the Secretariat)

SUMMARY	
This paper presents the outcomes of first meeting of the AASPG - Tactical Action Group (AASPG-TAG/1). The outcomes cover the governance of the group, the review of recommendations of AEAG/1 and AEAG/2 as well as planned activities for 2027. Action by the Meeting is at paragraph 3 of this Paper.	
Strategic Goals:	*A-Every Flight is Safe and Secure* *C-Aviation Delivers Seamless, Accessible, and Reliable Mobility for All*

1. INTRODUCTION

1.1. The AFI region Tactical Action Group (TAG) was formalized through Recommendation 6/7 of the Special AFI RAN Meeting, held in Durban, South Africa in November 2008, with the mandate to carry out safety assessment of aircraft and ATC operations in the AFI region. It was also mandated to follow up with States on investigation of reported Unsatisfactory Conditions Reports (UCR), including other safety-related issues that were impacting on safety of air navigation.

1.2. The TAG is a multidisciplinary group made up of aviation technical experts from various aviation operational, technical, statistical and other fields as needed. The initial purpose of the TAG is to improve operational safety in African skies by addressing identified problems in the air navigation system on a tactical, short-term basis (immediacy). TAG work was concentrated on the airspace block FL290 to FL410 while considering any other trends identified through the AIAG and other processes. TAG team members in each State were expected to ensure prompt handling of TAG queries and requests.

1.3. The TAG Core Group was made up of representatives from ATNS, ARMA, KCAA (ANSP), ASECNA, IATA, IFALPA, IFATCA, representatives from the ICAO Regional Offices and Headquarters, and could be extended by invitation. The TAG team membership included, in addition to the core members, the TAG points of contact in each State of the AFI region.

1.4. The TAG has conducted fifteen (15) annual meetings since 2009 and regular monthly Teleconference meetings to fulfill its mandate. The last TAG meeting took place in

February 2024 a-mid significant structural changes in APIRG and RASG-AFI governance and organization.

1.5. APIRG and RASG-AFI were merged into a single regional body named AASPG and endorsed by the extraordinary meeting of APIRG and RASG-AFI held in July 2025 in Libreville, Gabon. These changes brought consequential amendments to the APIRG Procedural Handbook as well as its contributory bodies and projects. The mandate of the TAG was impacted by the changes in regional bodies.

1.6. The objective of this working paper is to propose a revision of the TAG Terms of Reference including changes in the naming, mandate, composition and working arrangements and to provide feedback on the first AASPG-TAG meeting.

2. DISCUSSIONS

2.1. The AASPG Handbook section 8.C.3 tasks the Airspace and Aerodrome subgroup to monitor trends on unsatisfactory condition reports (UCR) including ATS incidents through the TAG, and AIAG (AFI ATS Incident Analysis Group), to recommend remedial action as appropriate and monitor performance. However, the AIAG has been restructured and renamed as AFI ATS Event Analysis Group (AEAG) with an expanded mandate covering the collection, analysis and reporting of ATS occurrences in airspace and aerodrome.

2.2. Given the key role played by TAG in recent years in the identification and resolution of safety deficiencies in ATS, it is critical that its mandate is maintained and enhanced to align with the new AASPG and the AEAG frameworks.

2.3. TAG activities started in 2009, and many activities have been conducted through several annual meetings which were numbered. The 2026 meeting of the TAG was therefore renamed as AASPG-TAG/1 to align with the AASPG framework.

2.4. The AASPG-TAG/1 took place in Ndjamena, Chad on 16 October 2026. The meeting discussed matters pertaining to the governance framework of the TAG, the outcomes of AEAG/2 as well as the review of the status of recommendations of AEAG/1.

TAG governance

2.5. The meeting reviewed the initial TORs of the TAG as well as the new TORs proposed by the Secretariat in alignment with the AASPG Procedural Handbook and the AEAG TORs. The meeting recommended that TAG be renamed as AEAG-Tactical Action Committee (ATAC) subject to the endorsement of AASPG/2, while retaining and improving its legacy mandate.

2.6. *The ATAC would act as the tactical arm of the AEAG*: the AEAG analyses the ATS events and formulates the safety recommendations; the ATAC translates those with a tactical or cross-border dimension into action plans with the States, ANSPs and stakeholders concerned, follows up their implementation, and reports back to the AEAG, which verifies their effect in the subsequent data. Both bodies report to AASPG through the Secretariat, in a coordinated manner.

2.7. The new TAG mandate should include the following:

- Review of the outcome of AEAG meetings;
- Coordinate with ARMA for RVSM data collection, analysis and sharing;

- Develop tactical action plan to address critical issues identified during AEAG meetings or as reported by stakeholders;
- Support the implementation of action plans through assistance to States, regional workshops, meetings and projects;
- Follow up on the resolutions of safety and operational deficiencies;
- Report to the AASPG on the status of safety and operational trends and resolution of deficiencies,
- Review and guidance of AEAG organization and functioning.

2.8. The proposed terms of reference for TAG are provided as **Appendix 1** for endorsement by AASPG/2.

2.9. Given the critical nature of the TAG mandate, the meeting agreed to a quarterly teleconference to review the status of recommendations and follow up on implementation solutions with concerned stakeholders.

Status of recommendations of AEAG/1 & AEAG/2

2.10. The Meeting reviewed the status of implementation of the eight recommendations from AEAG/1 which included four (04) safety recommendations and four (04) organizational recommendations.

2.11. Significant progress was made on the implementation of organizational recommendations with 3 implemented and 1 in progress. However, safety related recommendations are either in progress or not started. The meeting reviewed and validated the proposed action plan to ensure the effective implementation of pending recommendations. The status of AEAG/1 recommendations is in **Appendix 2**.

2.12. The Meeting discussed the preliminary outcomes of AEAG/2 and noted the increase in the number of ATS Events analyzed, from 455 at AEAG/1 to 793 for 2024–2025 at AEAG/2, which reflects mainly the broader participation of States and stakeholders, as well as the marked improvement in the depth of the analysis. It was noted, however, that many ATS event reports still provide too little information. The detailed outcome of the analysis is presented in a separate paper.

2.13. The meeting supported the AEAG/2 proposed recommendations and agreed to develop and validate the related implementation action plan at its first quarterly teleconference, in November 2026. The Meeting particularly supported the ongoing development, by AAMAC, of a regional ATS Safety Events Database System that will improve the collection, processing, analysis and reporting in the AFI region. The Meeting called on AASPG to support the proposed recommendations and call on States and airspace users to timely coordinate and cooperate in their implementation. The list of AEAG/2 recommendations is provided in a separate paper.

3. ACTIONS BY THE MEETING

3.1. The meeting is invited to:

a. take note of the information provided in the paper;
b. endorse the proposed Decision on the establishment of ATAC and its Terms of Reference;
c. support the action plan on the AEAG/1 recommendations; and
d. urge States to implement AEAG/1 and 2 action plans and report on their status to the ICAO Regional Offices.

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<table>
<tr><td colspan="6">AASPG/2 Decision 2/XX: Establishment of the AEAG-Tactical Action Committee</td></tr>
<tr><td>Why:</td><td colspan="5">That, to ensure the continued review and enhancement of the safety of air traffic services operations in the AFI region,</td></tr>
<tr><td>What:</td><td colspan="5">a) the Tactical Action Committee of the ATS Event Analysis Group (ATAC) is established and its Terms of Reference Endorsed;
b) The ATAC, through the secretariat, to report annually to AASPG on the status of ATS related safety trends and implementation of AEAG recommendations; and
c) States to collaborate in the implementation of ATAC action plan for 2026-2027.</td></tr>
<tr><td>Who:</td><td colspan="5">a) AASPG/2
b) ICAO Secretariat
c) States</td></tr>
<tr><td>When:</td><td colspan="5">a) 6 November 2026
b) AASPG Meetings
c) AASPG/3.</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>Metric 1: ATS safety trends.

Metric 2: % of implementation of AEAG corrective action plans.</td><td>Means to collect data</td><td>Secretariat report to PRCC and AASPG</td></tr>
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APPENDIX 1- Terms of Reference of the AASPG - Tactical Action Committee

TERMS OF REFERENCE AND WORK PROGRAMME OF THE AASPG - TACTICAL ACTION COMMITTEE (ATAC)

Purpose

1. The AEAG-Tactical Action Committee (ATAC) is established and mandated by AASPG to support the implementation of ICAO Standards and Recommended Practices (SARPs) and carry out specific activities aimed to actively identify air traffic services safety deficiencies and to support the development and implementation of sustainable and effective safety solutions.

Scope

2. The mandate of the ATAC expands over all ATS related safety issues identified at aerodromes and airspace in the AFI region.

Mandate

3. ATAC mandate includes:

a) review safety analysis of ATS operations in the AFI Region. The analysis will include all aspects related to the operational environment in the AFI airspace and aerodromes including ATS incidents, inflight contingencies, inflight emergencies and ATC contingencies.
b) propose corrective action to identified deficiencies;
c) support States in the implementation of corrective action plans;
d) coordinate activities with and maintain a two-way communication bridge with the ARMA;
e) review AEAG governance, working arrangements, activities and resources; and
f) report annually to AASPG on AEAG and ATAC activities.

Membership

4. The ATAC Core Group will be made up of representatives from AAMAC, AFRAA, ARMA, ASA SA, ASSA-AC, ASECNA, ATNS, BAGASOO, CASSOA, IATA, ICAO, IFALPA, IFATCA, KCAA, NAMA, NCAA-Namibia, Roberts FIR, RVA-DRC, SASO, TCAA, UCAA and URSAC-UEMOA. The Meeting of the committee can be extended by invitation. Each ATAC member shall designate one focal point.

Governance

5. ATAC business shall be placed under the coordination of a chairperson designated among the States/ANSP/RSOO/Airspace user core members and supported by ICAO as Secretariat.
6. The ATAC chairperson will chair the annual meetings of the ATAC.
7. The AEAG Secretariat is responsible for coordinating the functional and organizational
aspects of the ATAC. This includes:

a) Monitoring and maintenance of ATAC TORs.
b) Coordinating the nomination of focal points and maintenance of stakeholder's registry;
c) Coordinating the review of AEAG outcomes, the development and follow up of tactical corrective action plans;
d) Liaise with targeted stakeholders for the implementation of specific tactical corrective action plan items;
e) Coordinating the preparation of ATAC meetings including invitation correspondence, preparation of agenda and technical material and logistics in coordination with the host organization;
f) Coordinating the meetings of ATAC;
g) Coordinating the reporting and communication on ATAC activities in all relevant instances.

Working arrangements

8. ATAC shall meet every quarterly including at least one physical meeting for the activities review and preparation for the next 12 months. The ATAC can also convene anytime as required by the criticality of the safety issues identified. The committee shall make use of online resources for regular coordinations and follow up.

APPENDIX 2 –

Action plan on AEAG/1 recommendations

#AEAG REC	RECOMMENDATION	TACTICAL ACTION	RESPONSIBLE	TARGET DATE OF IMPLEMENTATION	STATUS	COMMENT
AEAG-REC1	**Strengthening ATC Proficiency and Human Performance Programmes**	A1.1-Conduct gap analysis of ATC training programme and facilities in the AFI region	ICAO/RSOO	Q4 2026-Q1 2027	Ongoing	*Review previous gap analysis results conducted in 2021-2022 *Conduct a new survey as appropriate
		A1.2-Develop and validate generic ATC competency enhancement and harmonization plan for States	ANS Summit Secretariat	Q2 2027	Ongoing	Action integrated to the AFI ANS Summit programme
		A1.3-Implement the AFI ATS competency enhancement and harmonization plan	States/ANSP/ATOs	From 2028	Not started	
		A1.4-Assess the effectiveness of the AFI ATS competency enhancement and harmonization plan	States/ANSP/ATOs	After action A1.3	Not started	
AEAG-REC2	**Improve Airspace Design and Operational Structure**	A2.1-Identify concerned airspaces	TAG	Q1 2027	Not started	Establish a small ATAC team to take on A2.1
		A2.2-Conduct airspace design and organization review	States/ANSPs concerned + PBN	TBC	Not started	

#AEAG REC	RECOMMENDATION	TACTICAL ACTION	RESPONSIBLE	TARGET DATE OF IMPLEMENTATION	STATUS	COMMENT
			AORTA PMT+AFPP			
		A2.3-Develop an airspace modernization plan	States/ANSPs concerned + PBN AORTA PMT+AFPP	TBC	Not started	
		A2.4-Implement the airspace modernization plan	States/ANSPs concerned	TBC	Not started	Investment advocacy may be needed in some cases
AEAG-REC3	**Assess and Improve Aeronautical Mobile Service Performance**	A3.1-Develop an AMS survey questionnaire and user register	ICAO/IATA/RSOO	Q4 2026	Not started	
		A3.2-Conduct the AMS survey and assess the results	ICAO/IATA/RSOO	Q1-Q2 2027	Not started	
		A3.3-Develop an AMS improvement plan	States/ANSPs	After A3.2	Not started	
		A3.4-Implement AMS improvement plan	States/ANSPs	After A3.3	Not started	
AEAG-REC4	**Strengthen Wildlife Hazard Management at International Aerodromes**	A4.1-Coordinate the review of Wildlife hazard management status at international aerodrome through AASPG related projects	ASSA/AC-URSAC/CASSOA/SASO + AASPG AOP PMT	Q1 2027	Ongoing	
		A4.2-Provide assistance for strengthening wildlife hazard management where needed	ASSA/AC-URSAC/CASSOA/SASO	After A4.1	Ongoing	Already part of RSOOs activities

#AEAG REC	RECOMMENDATION	TACTICAL ACTION	RESPONSIBLE	TARGET DATE OF IMPLEMENTATION	STATUS	COMMENT
AEAG-REC5	**Expand AEAG Membership to Include AGA and OPS Experts**	A.5.1-Submit the proposal for amendment of AEAG TORs, to include AOP and OPS as members, for approval by AASPG	AEAG Secretariat	Q4 2025	Completed	AASPG approved the proposal through conclusion 1/31
		A5.2-Nominate focal points for AOP and OPS in AEAG	ASSA-AC/URSAC/States	Q4 2025	Completed	
AEAG-REC6	**Ensure Timely, Complete and Standardized Safety Data Reporting**	A6.1-Develop and test a central tool for the collection, processing and reporting of ATS safety data system (ATS Safety Event Database System)	AEAG Secretariat	Q4 2025-Q3 2026	Completed	Prototype developed and presented at AEAG/2; finalization ongoing
		A6.2-Validate the ATS SEDS tool	AEAG focal points	Q2 2027	Not started	
		A6.3-Submit the tool for approval by AASPG	AEAG Secretariat	Q4 2027	Not started	
		A6.4-Conduct pre-implementation training for all eligible users	AEAG Secretariat	Q2-Q4 2027	Not started	
		A6.5-Operationalize the ATS SEDS	AEAG Secretariat	Q1 2028	Not started	
AEAG-REC7	**Promote Inclusive Participation in AEAG Activities**	A7.1-Invite all stakeholders (States, ANSPs, RSOOs, IFALPA, IFATCA, IFATSEA, airspace users, aerodrome operators) to AEAG meetings	AEAG Secretariat	Q3 2026	Completed	92 participants from 14 States and organizations at AEAG/2

#AEAG REC	RECOMMENDATION	TACTICAL ACTION	RESPONSIBLE	TARGET DATE OF IMPLEMENTATION	STATUS	COMMENT
AEAG-REC8	**Reactivate and Strengthen the Tactical Action Group (TAG)**	A8.1-Convene the TAG and revise its Terms of Reference	ICAO	Q4 2026	Completed	AASPG-TAG/1 held in N'Djamena on 16 October 2026; revised TORs submitted to AASPG/2