INTERNATIONAL CIVIL AVIATION ORGANIZATION

Twenty First Meeting of the Africa-Indian Ocean Planning and Implementation Regional Group
(APIRG/21)
(Nairobi, Kenya, 9-11 October 2017)

Agenda Item 6: Regional Air Navigation Deficiencies and Issues

6.2   COORDINATION BETWEEN APIRG AND RASG- AFI

(Presented by Secretariat)

SUMMARY
This working paper reports on a proposal made by the RASG-AFI to establish a Joint APIRG-RASG/AFI Coordination Task Force (ARC-TF) responsible for coordinating the activities of APIRG and RASG-AFI, as endorsed by the APCC, and recommends further endorsement by the APIRG with some adjustments to the membership to ensure an effective representation of key stakeholders.   It also invites the meeting to review the allocation of tasks, and identify additional issues and/or emerging issues requiring clarification between APIRG and RASG-AFI.   Action by the meeting is **at Paragraph 3**:
REFRENCE(S):   ▪ RASG-AFI/3 Report   ▪ RASG-AFI Procedural Handbook
Related ICAO Strategic Objective(s): A – *Safety,* **B** – *Air Navigation Capacity and Efficiency.*

1.   INTRODUCTION

1.1   In March 2012, the APIRG/18 and RASG-AFI/1 meetings recognized the necessity for close coordination of activities between RASG- AFI and APIRG in order to ensure harmonization and avoid duplication of efforts, in accordance with the terms of reference of these two groups.

1.2   In November 2013, the RASG-AFI/2 meeting identified the need to establish an effective mechanism for the two groups to share and agree on how to deal with real or potential overlapping responsibilities in a timely manner, and accordingly recommended that APIRG and RASG-AFI share

information on the outcomes of their most recent meetings and activities in order to facilitate coordination between the two Groups and among their subsidiary bodies (Conclusion 2/10).

1.3   In December 2015, the RASG-AFI/3 meeting established a Joint APIRG-RASG/AFI Coordination Task Force (ARC-TF) to be responsible for coordinating the activities of APIRG and RASG-AFI *(Decision 3/15).* In accordance with the RASG-AFI Procedural Handbook, the Joint Coordination Task Force will be a subsidiary body to APIRG and RASG-AFI, intended to strengthen existing arrangements and adequately address the requirements for coordination between the two groups.

2.   DISCUSSION

Task Allocation

2.1   During APIRG/18 and RASG-AFI/1 in March 2012, the following task allocations were agreed upon between the two regional groups:

a)   RVSM safety monitoring, QMS, Civil military coordination and SAR continue to be part of APIRG work programme;

b)   Safety issues directly related to flight operations, Accidents and Incidents Analysis, and SSP are addressed within the framework of RASG-AFI; and

c)   SMS implementation, Runway Safety, Unsatisfactory Condition Reports (UCRs), English Language Proficiency (ELP), Airspace contingencies issues will continue to be included in the work programmes of both RASG-AFI and APIRG, for some period.

Note: Aeronautical Information Management (AIM) was added to the issues listed here above in c).

2.2   Furthermore, the RASG-AFI/2 meeting recognized that the ASBU Block 0 modules related to safety actually support the implementation of the high level safety targets adopted by the Abuja Ministerial Conference of 2012, and the importance of providing capacity building through workshops. Accordingly, it recommended that RASG-AFI should address the implementation of the relevant safety related ASBU Block 0 modules, in coordination with the APIRG and the relevant bodies in line with regional aviation safety mechanisms *(Conclusion 2/11).*

2.3   However, it was clarified that planning would be initiated in future, as RASG-AFI matures, to adopt a systems approach so that RASG-AFI addresses safety issues from an integrated perspective that includes flight operations and ATM safety work presently covered by APIRG.

2.4   Meanwhile, a number of issues such as RPAS, missing flight plans, RSOO integration and consolidation, have emerged and need require close coordination between APIRG and RASG-AFI.

Coordination of APIRG and RASG-AFI Annual Reporting

2.5   The ARC-TF will ensure consistency between the APIRG Annual Air Navigation Report and RASG-AFI Annual Safety Report on issues of common interest, and avoid unnecessary duplication. To this effect, a coordination mechanism should be established between the Reporting Teams responsible for the development of annual reports in the region.

Membership of the Task Force

2.6   The membership of the ARC-TF:

    a) Two representatives from APIRG;
    b) Two representatives from RASG-AFI; and
    c) One representative from AFCAC.

2.7   The ICAO Regional Offices will serve as Secretariat and Members will provide technical expertise in identifying and analyzing challenges, and providing guidance and recommendations to overcome them and meet the set targets, and improve the air navigation infrastructure within the AFI Region, in line with the GASP and GANP. AIRBUS was nominated to represent Industry in the ARC-TF.

2.8   The RASG-AFI/3 meeting requested that the establishment of the ARC-TF be brought to the attention of APIRG for endorsement and implementation. In this regard, the APCC/2 endorsed the establishment of the APIRG/RASG-AFI Coordination Task Force (ARC-TF), and formulated proposals to ensure an effective representation of States and key stakeholders of the industry in its membership, including air navigation service providers, airports, air operators, etc.

3. ACTION BY THE MEETING

3.1   The meeting is invited to:
    a) Review the allocations of activities between APIRG and RASG-AFI, and make recommendations as necessary;

    b) Identify additional issues and/or emerging issues requiring clarification between APIRG and RASG-AFI; and

    c) Endorse the establishment of the APIRG/RASG-AFI Coordination Task Force (ARC-TF) proposed by the RASG-AFI, with the necessary adjustments to ensure an effective representation of key stakeholders of the industry in its membership.

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