



INTERNATIONAL CIVIL AVIATION ORGANIZATION

Twenty-Fifth Meeting of the Africa-Indian Ocean Planning and Implementation Regional Group (APIRG/25) & Eighth Meeting of the Regional Aviation Safety Group for the AFI Region (RASG-AFI/8) – Joint sessions

7 - 11 November 2022

Agenda Item 2: Follow up on APIRG/24 and RASG-AFI/7 Conclusions and Decisions

Definition of the Africa -Indian Ocean (AFI) Region

(Presented by the Secretariat)

EXECUTIVE SUMMARY

In 2020, the Africa-Indian Ocean (AFI) Planning and Implementation Regional Group (APIRG) and Regional Aviation Safety Group (RASG-AFI) noted that the definition of their applicable air navigation region (AFI) as per the ICAO Doc 8144, *Directives to Regional Air Navigation Meetings and Rules of Procedure for their Conduct Regional Air Navigation Plans* is no longer aligned with the actual geographical area of APIRG and RASG-AFI, and identified the need for the ICAO Council to revise the definition of the AFI Region in view of the recent developments.

Following its review of the APIRG/24 and RASG-AFI/7 Report, Decision 03, the Council has requested the Secretariat to expedite the development of a new definition of AFI Region to align the definition with the actual geographical area of APIRG and RASG-AFI to facilitate the coordination for effective implementation of programmes.

This working paper contains a proposal to support this process, for consideration by APIRG/25 and RASG-AFI/8.

The action by the meeting is in paragraph 3.

<i>Strategic Objectives:</i>	This working paper relates to the Safety and Environmental Protection and Sustainable Development of Air Transport Strategic Objectives by updating, strengthening and simplifying the policy framework for ICAO's activities in the air navigation field.
<i>References:</i>	Regional Air Navigation Plans Regional Supplementary Procedures (Doc 7030) Directives to Regional Air Navigation Meetings and Rules of Procedure for their Conduct (Doc 8144) APIRG/24 & RASG-AFI/7 Report Assembly Resolution A41-10: Consolidated statement of continuing ICAO policies and associated practices related specifically to air navigation, Appendix F - RAN meetings

1. INTRODUCTION

Global and Regional Performance Framework

- 1.1. At the global level, the performance framework is composed of the *Global Air Navigation Plan (GANP, Doc 9750)* and the associated procedures as contained in the *Procedures for Air Navigation – Air Traffic*

Management (PANS-ATM, Doc 4444) and the *Procedures for Air Navigation Services — Aircraft Operations* (PANS-OPS, Doc 8168).

- 1.2. Under the umbrella of the global performance framework, the regional performance frameworks are facilitated through formulation of regional air navigation plans (ANPs) and the associated regional supplementary procedures (SUPPs).
- 1.3. The Regional Air Navigation Plans (ANPs), detail the facilities and services required for international air navigation within a specified geographical area, defined as an ICAO air navigation region, whereas the Regional Supplementary Procedures (Doc 7030) detail the operational procedures for air traffic management and aircraft operations for the areas of applicability, specified according to groups of flight information regions (FIRs). The regional performance frameworks are managed by the planning and implementation regional groups (PIRGs) and the regional aviation safety groups (RASGs) established by the Council of ICAO.
- 1.4. The geographical boundaries of the ICAO air navigation regions are defined in Appendix I to the Directives to Regional Air Navigation Meetings and Rules of Procedure for their Conduct (Doc 8144). However, a number of developments have occurred over the past decade, making it necessary to redefine the applicability areas of the PIRGs and RASGs which are supported by the ICAO Regional Offices and the Air Navigation Bureau.
- 1.5. This working paper focuses on the evolution of the Africa-Indian Ocean (AFI) Region, and proposes an approach to facilitate the management of regional programmes with sufficient clarity on the related geographical areas of applicability.

2. DISCUSSION

Alignment of Regional Air Navigation Plans and Regional Supplementary Procedures

- 2.1. The Twelfth Air Navigation Conference (ANConf/12, 2012) discussed the alignment of the areas of applicability of the air navigation plans (ANPs) and the regional supplementary procedures (SUPPs) and the associated benefits to States, to PIRGs and to the ICAO Secretariat. In substance, for historical reasons as outlined in Doc 8144, the areas of applicability of the ANPs and the SUPPs were not coinciding and, in consequence of the non-alignment, the formal responsibility for the regional performance framework management were in some cases shared between two PIRGs, leading to unnecessary complexity and considerable duplication of work, time delays due to coordination requirements, inefficiency and potential disharmony in PIRG decisions.
- 2.2. Recommendation 6/11 – Regional performance framework – alignment of air navigation plans and regional supplementary procedures of the conference requested ICAO to initiate a formal amendment process in accordance with normal procedures to align the areas of applicability of the air navigation plans and the regional supplementary procedures, observing a set of agreed principles.
- 2.3. As a follow up, ICAO completed the alignment of the areas of applicability of the SUPPs with those of the ANPs, to integrate within each of the PIRGs the responsibilities for development and upkeep of ANPs and SUPPs for their respective air navigation regions, simplify the procedures for regional performance framework management for PIRGs and support more efficient planning and implementation of the aviation

system block upgrades (ASBUs). The alignment process affected the AFI Region as its adjacent ICAO Regions.

- 2.4. **Appendix A** to this working paper shows the areas of applicability of ANPs (Figure 1), the areas of applicability of the SUPPs (Figure 2) in 2012, and the proposed aligned areas of applicability of the ANPs and the SUPPs together with the associated PIRGs (Figure 3) after 2012, extracted from ANConf/12 WP/24.

Council – approved Terms of reference for PIRGs and RASGs

- 2.5. In 2020, the Council of ICAO approved generic terms of reference for the planning and implementation regional groups (PIRGs) and the regional aviation safety groups (RASGs). According to these terms of reference, all ICAO Contracting States, and Territories recognized by ICAO, within the area of accreditation of the ICAO Regional Office(s) concerned shall be members of the PIRG/RASG established for that (these) region(s). States located outside the area of accreditation of the ICAO Regional Offices concerned can be invited on a case-by-case basis and in accordance with the *Regional Office Manual* to attend as observers.

Proposal for the new approach of the AFI Region

- 2.6. The meeting may wish to note that the intent of Appendix I to the ICAO Doc 8144 is to specify the geographical area of applicability of Regional Air Navigation (RAN) Meetings. Under its *Resolution A41-10: Consolidated statement of continuing ICAO policies and associated practices related specifically to air navigation, Appendix F - Regional air navigation (RAN) meetings*, the 41st Session of the Assembly (2022) resolves that the geographical area to be considered, account being taken of the existing and planned international air transport and international general aviation operations, the technical fields to be dealt with and the languages to be used shall be decided for each such meeting.
- 2.7. Therefore, considering that regional air navigation planning is normally accomplished by Planning and Implementation Regional Groups (PIRGs), the problem identified by APIRG and RASG-AFI to align the definition of the Africa-Indian Ocean (AFI) Region with their actual geographical area should be addressed through a pragmatic way to facilitate the coordination for effective implementation of regional programmes referring to the AFI Region.
- 2.8. In this respect, **Appendix B** to this working papers contains an inventory of such programmes and initiatives being implemented in the region by AFCAC, AUC, ICAO and Industry, and the corresponding geographical area of applicability. It shows that there are AFCAC/AUC and ICAO programmes/initiatives referring to the AFI Region are applicable to all African States and require coordination with/among all the ICAO Regional Offices accredited to these States (ESAF, EUR, MID, WACAF), while some other programmes/initiatives referring to the AFI Region are applicable to the ESAF and WACAF States only, which is precisely the geographical area of APIRG and RASG-AFI in accordance with the Council – approved terms of reference. As a general rule, the context in which the term AFI Region is used should determine the applicable geographical area.

3. ACTION BY THE MEETING

- 3.1. The meeting is invited to:
- a) Take note of the information provided in this working paper;
 - b) Note that the geographical area to be considered for RAN meetings shall be decided for each such meeting, in accordance with Assembly Resolution A41-10, Appendix F;
 - c) Review, amend as necessary and agree on the assignment of geographical areas of applicability of regional programmes and initiatives referring to the AFI Region; and
 - d) Request the Secretariat to report the proposed approach to ICAO Headquarters, for consideration.

Appendix A

(Extract from ANConf/12, WP/24, Figures are not to scale)

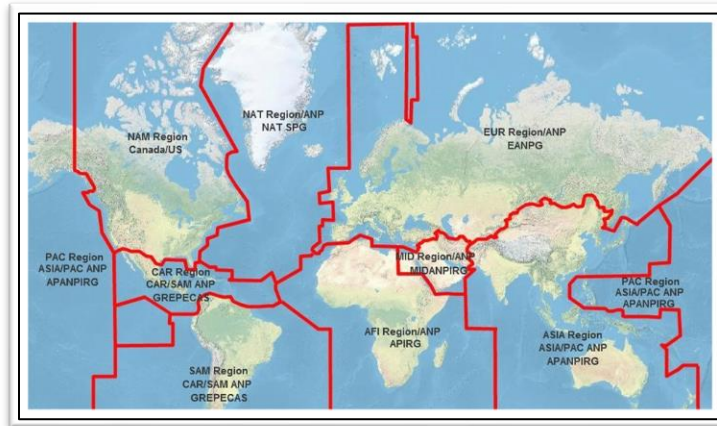


Figure 1. Areas of applicability of ANP and the responsible PIRGs in 2012

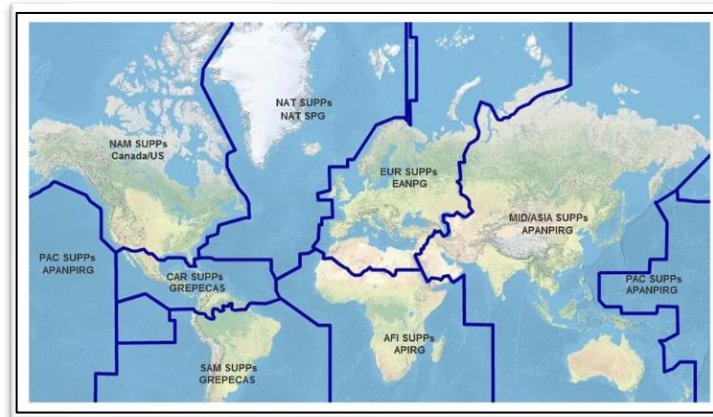


Figure 2. Previous areas of applicability of SUPPs and the responsible PIRGs in 2012

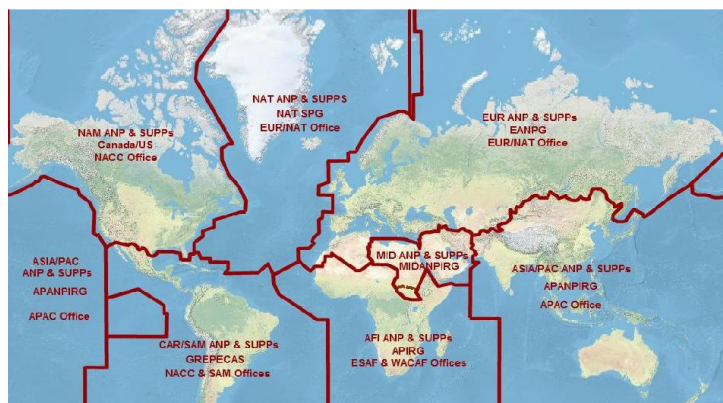


Figure 3. Proposed alignment of areas of applicability of ANPs and SUPPs, responsible PIRGs and Regional Offices providing assistance after 2012

Appendix B

Organization	Programme/Initiative	Geographical area	ICAO Regional Offices
AFCAC/AUC	Abuja Safety Targets	Africa-Indian Ocean	EUR, ESAF, MID, WACAF
	AFI-CES	Africa-Indian Ocean States	EUR, ESAF, MID, WACAF
	AFI-CIS	Africa-Indian Ocean States	EUR, ESAF, MID, WACAF
	RASFALG-AFI	Africa-Indian Ocean States	EUR, ESAF, MID, WACAF
AFCAC/ICAO	HRDF	Africa-Indian Ocean States	EUR, ESAF, MID, WACAF
ICAO	AFI ANDD	ESAF and WACAF	ESAF and WACAF
	AFI eANP	ESAF and WACAF	ESAF and WACAF
	AFI Plan	Africa-Indian Ocean States	EUR, ESAF, MID, WACAF
	AFI DGCA	Africa-Indian Ocean States	EUR, ESAF, MID, WACAF
	AFI Group	Africa-Indian Ocean States	EUR, ESAF, MID, WACAF
	AFI RASP	ESAF and WACAF	ESAF and WACAF
	AFI RMA	ESAF and WACAF	ESAF, WACAF
	AFI RSOOs	Africa-Indian Ocean States	EUR, ESAF, MID, WACAF
	AFI SECFAL Plan	Africa-Indian Ocean States	EUR, ESAF, MID, WACAF
	AFI Week Events	Africa-Indian Ocean States	EUR, ESAF, MID, WACAF
	AFPP	Africa-Indian Ocean States	EUR, ESAF, MID, WACAF
	APIRG	ESAF and WACAF States	ESAF, WACAF
	CODEVMET-AFI	ESAF and WACAF States	ESAF, WACAF
	RASG-AFI	ESAF and WACAF States	ESAF, WACAF
	Industry	AFI ANSPs	Africa-Indian Ocean States