

**INTERNATIONAL CIVIL AVIATION ORGANIZATION****Fifth Meeting of the APIRG Airspace and Aerodrome Operations Sub-Group  
(AAO/SG5), Virtual Meeting, 23 to 26 August 2022****Agenda Item 5: Activities to be coordinated with RASG-AFI****ACTIVITIES TO BE COORDINATED WITH RASG-AFI***(Presented by Secretariat)***SUMMARY**

This working paper presents the activities to be coordinated with RASG-AFI

Action by the meeting is in paragraph 3

**REFERENCE(S):**

APIRG/24 report

APIRG Procedural Handbook

Terms of reference of RASG-AFI contributory bodies (SSTs)

**Related ICAO Strategic Objective(s):**

This Working Paper relates to Strategic Objectives: A & B

**1. INTRODUCTION**

1.1 RASG-AFI is the main driver behind the planning and implementation of Safety Enhancement Initiatives (SEIs) at the regional level. It comprises states, regional entities, and industry, among others.

1.2 In establishing the Regional Aviation Safety Groups (RASGs), the Council identified the need for coordination between the APIRG, its subsidiary bodies, and the RASG-AFI on safety issues.

**2. DISCUSSION**

2.1 The meeting will recall the Seventh Meeting of the Regional Aviation Safety Group (RASG-AFI), held from the 1<sup>st</sup> to the 8<sup>th</sup> of November 2021, noting the slow progress of aerodrome certification in the AFI Regions agrees as follows under RASG-AFI Conclusion 7/13 :

**That, States and their aerodrome operators to expedite the certification of the aerodromes used for international operations**

2.2 The percentage of certified aerodromes in the AFI region is 31.78% as of October 2021, while 50% of AFI States have developed aerodrome certification capabilities. It is critical to increase the rate of certification in order to ensure the safety of aircraft operations at aerodromes. There is a need

for States to provide information on the status of certification of their aerodromes and to request support if necessary.

2.3 During the RASG-AFI/7, the structure and terms of reference of the RASG-AFI's contributory bodies (SSTs) have been revised for efficiency and better alignment with the current GASP Goals and Targets.

2.4 The new SST Structure comprises:

- a) The State Safety Oversight System Support Team (SSO-SST): The purpose of the Team is to assist States to improve their effective implementation (EI) of the critical elements of a State's safety oversight system, including safety indexes in the Operations, Air Navigation and Supporting functional categories
- b) The Operational Safety Issues Support Team (OSI-SST): The purpose of the Team is to assist States in progressively reduce the rate of accidents and serious incidents in Africa-Indian Ocean Region by first addressing thih-Risks Categories of occurrences (HRCs) and mitigating the risk of fatalities through Runway Excursion (RE ), Runway Incursion (RI), Controlled Flights Into Terrain (CFIT), Loss of Control In-flight (LOC-I), and Mid-Air Collision (MAC).
- c) The State Safety Programme Support Team (SSP – SST): The purpose of the Team is to assist States to establish and implement an effective State Safety Programme (SSP) to achieve the relevant AFI safety target and the Global Aviation Safety Plan (GASP) goals and targets
- d) The Air Navigation Services Safety Support Team (ANS – SST): The purpose of the Team is to assist States to establish and maintain appropriate air navigation infrastructure to support safe aviation operations. This will include an effective and efficient Aeronautical Information Management system at both national and regional levels to achieve reliable aeronautical information from trusted sources, and the relevant AFI and current GASP targets and in particular

2.5 Data collection is a critical area of coordination between AAO/SG and RASG-AFI SSTs for the identification of safety risks and the development of Safety improvements needed in the areas of Airspace and Aerodrome operations. There is a need for States to provide accurate information on these matters to support the work of RASG -AFI SSTs.

### **3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note the information presented in this working paper, highlighting the challenges of the AAO/SG
- b) urge States to provide information on the certification of aerodromes, including challenges related to certification activities for coordination with RASG-AFI
- c) support the work of RASG-AFI SSTs by providing data on operational safety risks related to Airspace and Aerodrome Operations as well as the status of the air navigation infrastructure
- d) take any other action as necessary in light of the discussion in this working paper