**REPORT OF THE TWENTY-FOURTH MEETING OF THE AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP (APIRG/24)**

**&**

**THE SEVENTH MEETING OF THE REGIONAL AVIATION SAFETY GROUP FOR AFI REGION (RASG-AFI/7)**

*(Virtual, 1 – 8 November 2021)*

**PREPARED BY THE SECRETARIAT**

# TABLE OF CONTENTS

**LIST OF ABBREVIATIONS**

| | |
|---|---|
| AAMP | AFI ATM Master Plan |
| AAMP PMT | AFI ATM Master Plan- – Project Management Team |
| AANDD | AFI Air Navigation Deficiencies Database |
| AANRT | Annual Air Navigation Reporting Team |
| AAO SG | APIRG Airspace and Aerodrome Subgroup |
| A-CDM | Airport Collaborative Decision Making |
| AFCAC | African Civil Aviation Commission |
| AFI | Africa and Indian Ocean |
| AFI ATM CP | AFI ATM Contingency Plan |
| AFI-CIS | AFI Cooperative Inspectorate Scheme |
| AFI CONOPS | AFI Concept of Operations |
| AFI FRA | AFI Free Route Airspace |
| AFI FRA PMT | AFI Free Route Airspace Project Management Team |
| AFI-RASP | Regional Aviation Safety Plan |
| AFI SSR CMP | AFI Secondary Surveillance Radar Code Management Plan |
| AFI VACP | AFI Volcanic Ash Contingency Plan |
| AFI VOLCEX OPINS | AFI Volcanic Ash Exercise Operational Instructions |
| AFRAA | African Airlines Association |
| AFTN | Aeronautical Fixed Telecommunication Network |
| AIM | Aeronautical Information Management (AIM) |
| AIXM | Aeronautical Information Exchange Systems |
| AMHS | Aeronautical Message Handling System |
| ANSP | Air Navigation Service Provider |
| APCC | APIRG Projects Coordination Committee |
| APIRG | AFI Planning and Implementation Group |
| ARC-TF | APIRG/RASG-AFI Coordination Task Force |
| ARMA | African Regional Monitoring Agency |
| ASCAAR | AFI Secondary Surveillance Radar Codes Allocation and Review |
| ASBU | Aviation System Block Upgrades |
| ASECNA | Agency for Aerial Navigation Safety in Africa and Madagascar |
| ATSCS | ATS Competency Study |
| AU HLTF | African Union High Level Task Force |
| BAGASOO | Banjul Accord Group Aviation Safety Oversight Organization |
| BBB | Basic Building Block |
| CAA | Civil Aviation Authority |
| CAEP | Committee on Aviation Environmental Protection |
| CANSO | Civil Air Navigation Services Organisation |
| CAPSCA | Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation |
| CART | ICAO Council's Aviation Recovery Task Force |
| CASSOA | Civil Aviation, Safety and Security Oversight Agency of the EAC |
| CNS | Communication Navigation Surveillance |
| CODEVMET AFI | Cooperative Development of Aeronautical Meteorological Service in the AFI Region |
| CPDLC | Controller Pilot Datalink Communications |
| EAC | East African Community |
| FIRs | Flight Information Regions |
| GANP | Global Air Navigation Plan |

| | |
|---|---|
| GASP | Global Aviation Safety Plan |
| GASR | Global Aviation Safety Roadmap |
| GEUSR | Group of Experts for a USOAP CMA Structured Review |
| GRF | Global Reporting Format |
| HLCC | High-level Conference on COVID-19 |
| HRDF | Human Resources Development Fund |
| IASTA | International Air Service Transit Agreement |
| IATA | International Air Transport Association |
| ICAO | International Civil Aviation Organization |
| iSTARS | integrated Safety Trend Analysis and Reporting System |
| IIM SG | Infrastructure and Information Management Sub-Group |
| MET | Aeronautical Meteorology (MET) |
| NCMC | National Continuous Monitoring Coordinator |
| NCPI | National Coordinator for Planning and Implementation |
| NCLB | No Country Left Behind |
| PBN | Performance Based Navigation |
| PBCS | Performance Based Communication and Surveillance |
| PQ | Protocol Question |
| RASC | RASG-AFI Steering Committee |
| RASG-AFI | AFI Regional Aviation Safety Group |
| RANST | Regional Air Navigation Service Assistance Teams |
| RDI | Research, Development and Innovation |
| REC | Regional Economic Communities |
| RODB | Regional OPMET Data Bank |
| ROST | Regional Office Safety Team |
| RPAS | Remotely Piloted Aircraft Systems |
| RSOO | Regional Safety Oversight Organization |
| RVSM | Reduced Vertical Separation Minimum. |
| SAR | Search and Rescue |
| SARPs | Standards and Recommended Practices |
| SBAS | Satellite-based Augmentation System |
| SLOP | Strategic Lateral Offset Procedure |
| SSC | Significant Safety Concern |
| SSO-SST | State Safety Oversight System Support Team |
| SSP – SST | State Safety Programme Safety Support Team |
| SSTs | Safety Support Teams |
| TAC | Traditional Alphanumeric Code |
| TAG | Tactical Action Group |
| UN SDGs | United Nations Sustainable Development Goals |
| USOAP-CMA | Universal Safety Oversight Audit Programme - Continuous Monitoring Approach |
| YD | Yamoussoukro Declaration |

**LIST OF APPENDICES**

**Appendix 1A:**        **List of all participants**

**LIST OF CONCLUSIONS AND DECISIONS**

**DEFINITIONS**

RASG-AFI and APIRG record their actions in the form of Conclusions and Decisions as follows:

a) **Conclusions** deal with matters which, in accordance with the Groups' terms of reference, merit directly the attention of States, or on which further action is required to be initiated by the Secretary in accordance with established procedures.

b) **Decisions** relate to the internal working arrangements of the Groups and their subsidiary bodies.

### *APIRG/24 & RASG-AFI/7 (Joint Sessions)*

| | |
|---|---|
| *APIRG/24 & RASG-AFI/7 Decision 3/01* | *Definition of the Africa-Indian Ocean (AFI) Region* |
| *APIRG/24 & RASG-AFI/7 Conclusion 3/02* | *Coordination of APIRG and RASG-AFI Annual Reporting* |
| *APIRG/24 & RASG-AFI/7 Conclusion 3/03* | *Status of Implementation of the AFI Safety and Air Navigation Targets* |

### *APIRG/24*

| | |
|---|---|
| *APIRG/24 Decision 24/01* | *Election of the Chairperson, the First Vice-Chairperson and the Second Vice-Chairperson of APIRG.* |
| *APIRG/24 Decision 24/02* | *Establishment of the AFI Volcanic Ash exercise Steering Group* |
| *APIRG/24 Decision 24/03* | *Membership of the APCC* |
| *APIRG/24 Decision 24/04* | *Election of the Chairperson and Vice-Chairperson of the AAO/SG* |
| *APIRG/24 Conclusion 24/05* | *Implementation of the AFI ATM Master Plan (AAMP)* |
| *APIRG/24 Conclusion 24/06* | *Review of the AFI ATM Contingency Plan (AFI ATM CP)* |
| *APIRG/24 Decision 24/07* | *Review of the AFI ATM Contingency Plan (AFI ATM CP)* |
| *APIRG/24 Conclusion 24/08* | *Implementation of the AFI Free Route Airspace (AFI FRA)* |
| *APIRG/24 Decision 24/09* | *Implementation of the AFI Free Route Airspace (AFI FRA)* |
| *APIRG/24 Decision 24/10* | *Improvement of Search and Rescue Services in the AFI Region* |
| *APIRG/24 Conclusion 24/11* | *Implementation of the AFI SSR CMP* |
| *APIRG/24 Conclusion 24/12* | *Optimization of the ATS Route Structure in the AFI En-Route Airspace* |
| *APIRG/24 Decision 24/13* | *Improved CCO/CDO Implementation* |
| *APIRG/24 D Conclusion 24/14* | *Adoption of a Formalized SAT Structure and Handbook* |

| | |
|---|---|
| *APIRG/24 Conclusion 24/15* | *Enhanced Implementation of Civil/Military Cooperation* |
| *APIRG/24 Conclusion 24/16* | *GRF Implementation and Monitoring* |
| *APIRG/24 Decision 24/17* | *Implementation of the Airport Collaborative Decision Making (A-CDM)* |
| *APIRG/24 Conclusion 24/18* | *Building Back Better Air Navigation Systems* |
| *APIRG/24 Decision 24/19* | *Implementation of the Sixth Edition of the Global Air Navigation Plan (GANP) within the AFI Region* |
| *APIRG/24 Decision 24/20* | *Election of the Chairperson and Vice-Chairperson of the IIM Sub-Group* |
| *APIRG/24 Decision 24/21* | *Collection of States' Planning and Implementation activities information* |
| *APIRG/24 Conclusion 24/22* | *Nomination of States' National Coordinators and Focal Points* |
| *APIRG/24 Conclusion 24/23* | *Coordination of IIM Projects* |
| *APIRG/24 Decision 24/24* | *AFI SIGMET Guide and SIGMET Test Procedure* |
| *APIRG/24 Decision 24/25* | *Aeronautical Meteorological Personnel Competency Assessment* |
| *APIRG/24 Conclusion 24/26* | *Traditional Alphanumeric Code to IWXXM translation agreements* |
| *APIRG/24 Decision 24/27* | *Approval of AFI Volcanic Ash Contingency Plan* |
| *APIRG/24 Decision 24/28* | *Endorsement of the AFI Volcanic Ash Exercise Operational Instructions and Directives* |
| *APIRG/24 Decision 24/29* | *Adoption of the MET Project 3 Terms of Reference and the Project deliverables for 2021-2022* |
| *APIRG/24 Decision 24/30* | *Alignment of the Regional Air Navigation Plan with the 6th Edition of the GANP* |
| *APIRG/24 Decision 24/31* | *Alignment of Projects to ASBU references in the GANP* |
| *APIRG/24 Decision 24/32* | *Incorporation of Research, Development and Innovation (RDI) in the APIRG Work Programme* |
| *APIRG/24 Conclusion 24/33* | *Measures to improve the availability of OPMET data in the AFI Region* |
| *APIRG/24 Conclusion 24/34* | *Review of the MET Table II-2 to Part V of the AFI eANP Vol II* |
| *APIRG/24 Conclusion 24/35* | *Continuation of the CODEVMET AFI Project* |
| *APIRG/24 Decision 24/36* | *Terms of Reference of the APIRG IIM/SG* |
| *APIRG/24 Conclusion 24/37* | *Implementation of AMHS in the AFI Region* |
| *APIRG/24 Conclusion 24/38* | *Strengthening cooperation for the effective implementation of AMHS in the AFI Region* |
| *APIRG 24 Decision 24/39* | *Endorsement of the revised list of ANS Minimum Reporting Areas* |
| *APIRG/24 Conclusion 24/40* | *Attainment of the AFI RVSM Airspace Target Level of Safety* |
| *APIRG/24 Decision 24/41* | *Establishment of an ARMA Publication website* |
| *APIRG/24 Decision 24/42* | *Carbon emissions assessment, measurement and monitoring* |
| *APIRG/24 Conclusion 24/43* | *CANSO MOMBASA ATFM Roadmap* |
| *APIRG/24 Conclusion 24/44* | *Cyber security and resilience of CNS/ATM systems* |

| | |
|---|---|
| *APIRG/24 Conclusion 24/45* | *Overflight (OVFC) Permission Fees and Charges* |
| *APIRG/24 Conclusion 24/46* | *Overflight (OVFC) Permission Processes* |
| *APIRG/24 Conclusion 24/47* | *Participation in the next validation workshop of the Cost/Benefit analysis for the implementation of SBAS in Africa* |
| *APIRG/24 Conclusion 24/48* | *Review of State National ASBU Plans* |
| *APIRG/24 Decision 24/49* | *Review of the AAO-SG and IIM-SG Projects' ASBU references in relation to the 6th Edition of the GANP* |
| *APIRG/24 Conclusion 24/50* | *Publication of the Annual AFI Air Navigation Report* |
| *APIRG/24 Decision 24/ 51* | *Terms of Reference of the APCC in the APIRG Procedural Handbook* |
| *APIRG/24 Decision 24/52* | *Review and endorsement of the APIRG Work Programme for 2021-2022* |

## RASG-AFI/7

| | |
|---|---|
| *RASG-AFI/7 Decision 7/01* | *Election of the Chairperson, the First Vice-Chairperson and the Second Vice-Chairperson of RASG-AFI* |
| *RASG-AFI/7 Conclusion 7/02* | *Review of the Terms of Reference (ToRs) of the Human Resources Development Fund (HRDF).* |
| *RASG-AFI/7 Decision 7/03* | *Provision of data on States that have established training policies, training programmes and training plans.* |
| *RASG-AFI/7 Conclusion 7/04* | *Resolution of the Significant Safety Concern (SSC) in Eritrea* |
| *RASG-AFI/7 Decision 7/05* | *Restructuring of the RASG-AFI Contributory Bodies (SSTs).* |
| *RASG-AFI/7 Conclusion 7/06* | *Restructuring of the RASG-AFI Contributory Bodies (SSTs).* |
| *RASG-AFI/7 Conclusion 7/07* | *Revision of the Abuja Safety Targets.* |
| *RASG-AFI/7 Conclusion 7/08* | *Establishment of a Performance Dashboard.* |
| *RASG-AFI/7 Conclusion 7/09* | *Development of remote safety oversight mechanism* |
| *RASG-AFI/7 Conclusion 7/10* | *RASG-AFI Projects and Critical Activities* |
| *RASG-AFI/7 Conclusion 7/11* | *AFI Plan State Safety Programme (SSP) Project* |
| *RASG-AFI/7 Conclusion 7/12* | *ICAO integrated Safety Trend Analysis and Reporting System (iSTARS)* |
| *RASG-AFI/7 Conclusion 7/13* | *Certification of International Aerodromes* |
| *RASG-AFI/7; Conclusion 7/14* | *Release of USOAP-CMA Protocol Questionnaire – 2020 Edition* |
| *RASG-AFI/7 Conclusion 7/15* | *Establishment of a Regional CAPSCA Management and Operationalization of the Centre for Aviation Medicine.* |
| *RASG-AFI/7 Conclusion 7/16* | *Building back better from the COVID-19 pandemic.* |
| *RASG-AFI/7 Decision 7/17* | *Review and endorsement of the RASG-AFI Work Programme for 2022* |

# PART I:

# INTRODUCTION

## 1. PART I: INTRODUCTION

### *Place and duration*

1.1.    The Twenty-fourth Meeting of the AFI Planning and Implementation Regional Group (APIRG/24) and the Seventh Meeting of the AFI Regional Aviation Safety Group (RASG-AFI/7) were held virtually from 1st to 8 November 2021. Two joint sessions were convened (APIRG-RASG-AFI) on 1st and 8 November 2021.

### *Attendance*

1.2.    The meetings were attended by more than three hundred and eighty (380) participants from AFI States, regional/international Organizations and Industry. The list of participants is provided in **Appendix 1A** to this Report.

### *Officers and Secretariat*

1.3.    The Joint session of the APIRG/24 and RASG-AFI/7 meetings was co-chaired by Capt. Gilbert Kibe (Kenya), Chairperson of the RASG-AFI and Mr. Latta Dokisime Gnama (Togo), Vice-Chairperson of the RASG-AFI respectively.

1.4.    Mr. Prosper Zo'o Minto'o, Regional Director, ICAO Western and Central African Office, Dakar, served as Secretary to the meeting. He was supported by Mr. Barry Kashambo, Regional Director, ICAO Eastern and Southern African Office, Nairobi; with the participation of Messrs. Martin Maurino, Herman Pretorius, Hervé Forestier and Ms. Sarah Alazzawi from the Air Navigation Bureau (ANB), ICAO Headquarters. The following Officers from ICAO ESAF and WACAF Regional Offices assisted the meetings:

| | |
|---|---|
| Mr. Arthemon Ndikumana | *DRD, ESAF Office, Nairobi* |
| Mr. Nika Meheza Manzi | *DRD, WACAF Office, Dakar* |
| Mr. Ousman Kemo Manjang | *RO/AIR, WACAF Office, Dakar* |
| Mr. François-Xavier Salambanga | *RO/CNS, WACAF Office, Dakar* |
| Mr. Milton Tumusiime | *RO/FS, ESAF Office, Nairobi* |
| Mr. Papa Issa Mbengue | *RO/OPS, ESAF Office, Nairobi* |
| Mr. Kebba Lamin Jammeh | *RO/FS, WACAF Office, Dakar* |
| Mr. Elisha Omuya | *RO/AGA, ESAF Office, Nairobi* |
| Ms. Keziah Ogutu | *RO/ATM, ESAF Office, Nairobi* |
| Mr. Zewdu Aregawi | *RO/SI, ESAF Office, Nairobi* |
| Ms. Sonia Freitas | *RO/SI, WACAF Office, Dakar* |
| Ms. Chinga Mazhetese | *RO/MET/ENV, ESAF Office, Nairobi* |
| Mr. Ilboudo Goama | *RO/MET, WACAF Office, Dakar* |
| Ms. Prisca Nkolo | *RO/AGA, WACAF Office, Dakar* |
| Mr. Harvey Lekamisy | *RO/CNS, ESAF Office, Nairobi* |
| Mr. Rene Tavarez | *RO/FS, WACAF Office, Dakar* |
| Mr. Fanfe Bamba | *RO/AIM, WACAF Office, Dakar* |
| Mr. Eyob Estifanos | *RO/AFI PLAN, ESAF Office, Nairobi* |

*Working Languages*

1.5.    The meetings' discussions were conducted in the English and French languages with simultaneous interpretation services. The documentation was made available on the ICAO website in both languages.

*Opening of the meeting*

1.6.    The opening of the Joint session of the APIRG/24 and RASG-AFI/7 took place on Monday 1ˢᵗ November 2021. The meeting was attended by over two hundred and twenty (220) participants from AFI Member States, the ICAO Council and the Air Navigation Commission (ANC), international and regional Organizations, industry and other partners & stakeholders. The list of the participants for the Joint session is provided in **Appendix 2B** to this Report.

1.7.    During the Joint opening session, remarks were delivered by Mr. Barry Kashambo, ICAO Regional Director, ESAF Office, Mr. Tefera Mekonnen Tefera, the AFCAC Secretary General and Capt. Gilbert M. Kibe, Director General, Kenya Civil Aviation Authority as the Chairperson of RASG-AFI. In their statements, all the Speakers expressed their gratitude to participants attending the meeting and acknowledged the tremendous work done by ICAO towards the recovery of the aviation sector from the impacts of COVID-19.

1.8.    Mr. Prosper Zo'o Minto'o, in his opening remarks, indicated that these two events will be held virtually due to the COVID-19 pandemic which has upset the global economic balance with a severe impact on international air transport. The recovery which has started, requires an organized and methodic approach, harmonized by all the aviation stakeholders in order to boost with confidence, momentum to its progress.

1.9.    Mr. Zo'o Minto'o further highlighted that in Aviation Safety, Civil Aviation Authorities (CAAs) with the support of AFCAC, RSOOs and ICAO Regional Offices, continue to reinforce their oversight capacities through the continued implementation of their Corrective Action Plans, to resolve findings raised during USOAP-CMA activities. With regard to Air Navigation Capacity and Efficiency, he applauded the APIRG Member States and Organizations for continuing, despite limited resources, to provide air navigation services in the AFI region and maintaining an acceptable level of safety.

1.10.   Mr. Zo'o Minto'o informed that activities of the various projects identified by the Aerodrome and Airspace Operations Sub-Group (AAO/SG) and the Aeronautical Infrastructure and Information Management Sub-Group (IIM/SG) will be discussed as part of the reports of the 4th Meetings of the said sub-groups. The meeting will also review the report on RASG-AFI activities and discuss safety initiatives from States, regional organizations, industry and partners, particularly in the context of COVID-19.

1.11.   He recalled that these meetings are held just after the High Level Conference on COVID-19 which formulated important recommendations relating to Safety and Facilitation, and whose implementation should facilitate the air transport recovery; noting that the challenges facing the region remain however high. In conclusion, Mr. Prosper Zo'o Minto'o, assured the meeting that ICAO will continue to take awareness

and promotion initiatives with regard to safety as well as Air Navigation Capacity and Efficiency.

1.12.   The AFCAC Secretary General, Mr. Tefera Mekonnen Tefera in his remarks thanked ICAO for the continued collaboration with AFCAC. He commended ICAO's initiatives towards the recovery of the aviation sector such as the ICAO Council's Aviation Recovery Task Force (CART) guidelines as well as the most recent ICAO High-level Conference on COVID-19 (HLCC 2021). He also recognized the African Union's High Level Task Force (AU HLTF) recommendations and urged the meeting to consider them in the discussions. Moreover, the AFCAC SG emphasized the need to develop Continental Aviation Master Plans towards the sustainable development of air transport in Africa, for which APIRG and RASG-AFI meetings are key drivers.

1.13.   In his opening remarks, the Chairperson of the Joint Session, Capt. Gilbert M. Kibbe, Director General of the Kenya Civil Aviation Authority, and Chairperson of the RASG-AFI, reminded the meeting of the devastating impact of COVID-19 to aviation. He indicated that these challenges enabled us to look into the future and reset ourselves towards our goals. He further mentioned that the sector also needs to work hard to achieve the aspirational UN net zero emission targets by 2050. Finally, the Chair encouraged the meeting to propose programmes that would help to achieve the objectives laid out for the Region.

# PART II:

# APIRG/24 AND RASG-AFI/7 FIRST JOINT SESSION

**AGENDA ITEM 1:   REVIEW AND ADOPTION OF THE DRAFT AGENDA AND MEETING WORK PROGRAMME**

1.1.    The meeting reviewed and adopted the provisional agenda and work programme as presented by the Secretariat. The Agenda and list of Participants are presented in **Appendix 2A** and **2B** to this Report.

**AGENDA ITEM 2:   REVIEW OF THE ACTION TAKEN BY THE ANC AND THE COUNCIL ON THE REPORT OF APIRG/23 AND RASG-AFI/6 MEETINGS**

2.1     The meeting was presented with the outcome of the review by the ANC and the Council of the APIRG/23 and RASG-AFI/6 Reports and the relevant actions taken. It was noted that the Council had identified the current definition of the AFI Region as a global challenge that needed to be addressed.

2.2     The meeting recalled that the Africa-Indian Ocean (AFI) Region is currently defined as the area embracing Africa and associated oceanic areas and land masses between 25 degrees west and 75 degrees east and south to the South Pole. The meeting recalled that the alignment of the definition to the coverage area has a direct impact on the ongoing regional programmes and initiatives.

2.3     The meeting requested that the ANC and Council expedite the work on this item and provide guidance as the definition hampers the overall regional implementation of programmes. The following Decision was formulated:

*APIRG/24 & RASG-AFI/7 Decision 3/01:   Definition of the Africa -Indian Ocean (AFI) Region*

**That, to ensure alignment between regional programmes and their areas of coverage, ICAO to expedite completion of the work related to the alignment of the definition of the coverage area of the Africa-Indian Ocean (AFI) Region.**

**AGENDA ITEM 2.1.           FOLLOW-UP ON THE APIRG/23 & RASG-AFI/6 CONCLUSIONS AND DECISIONS**

**Follow-Up on the APIRG/23 & RASG-AFI/6 Conclusions and Decisions**

The meeting was presented with the status of implementation of Conclusions and Decisions of the APIRG/23 & RASG-AFI/6 Joint session. The meeting noted that the COVID-19 pandemic adversely disrupted the aviation operations and activities in general including the implementation of the APIRG/23 and RASG-AFI/6 Conclusions and Decisions. The meeting appreciated that some Conclusions have been accomplished either fully or partially while a number of them were in progress and therefore urged States, AFCAC and other stakeholders to increase their efforts, both individually and collaboratively, towards the expeditious and conclusive  implementation of the APIRG/23 & RASG-AFI/6 Conclusions and Decisions.

**AGENDA ITEM 3:**     **APIRG AND RASG-AFI COORDINATION**

*REVIEW OF THE OUTCOMES OF THE APIRG AND RASG-AFI COORDINATION TASK FORCE MEETING (ARC-TF/4)*

3.1.     The meeting noted that the Fourth meeting of the APIRG- RASG Coordination Task Force (ARC-TF/4), held virtually on 25 October 2021, reviewed and discussed various initiatives including the Review of the terms of reference of the ARC-TF as amended by APIRG/23 & RASG-AFI/6 meetings, the implementation of the APIRG/23 & RASG-AFI/6 recommendations on ARC-TF, the implementation of APIRG/22 and RASG-AFI/05 recommendations, the update of APIRG and RASG-AFI common areas, and Coordination of APIRG and RASG-AFI Annual Reporting.

3.2.     With regard to the implementation of the APIRG/23 & RASG-AFI/6 recommendations on ARC-TF, the meeting was informed of the amendment of the APIRG and RASG-AFI TORs and procedural handbooks in line with the requirements of the ARC-TF working mechanisms as per the ICAO Council Decision C-DEC 210/4 and the outcomes of the APIRG/23 and RASG-AFI/6 Joint session meeting.

3.3.     In line with the above, the terms of reference of the ARC Task Force (ARC-TF) were also amended to expand the membership of the ARC-TF, and to reflect the proposed chairmanship and associated rotation. The amended ARC-TF ToRs as endorsed by the meeting are in **Appendix 2C.**

3.4.     The meeting was also updated on the proposals for the restructuring of the RASG-AFI Safety Support Teams (SSTs) as well as their ToRs, (as recommended by the RASC/7 meeting held on 12 October 2021), which will be submitted to the RASG/7 meeting for endorsement.

3.5.     On the coordination of APIRG and RASG-AFI Annual Reporting, the meeting discussed the existing APIRG and RASG-AFI reporting framework and the coordination mechanism of the two Groups to report in a more effective manner that avoids duplication of efforts. The meeting noted that the RASG AFI is experienced in producing annual safety reports. It was suggested that APIRG could learn from this experience for the production of its annual air navigation report. The meeting therefore agreed on the following Conclusion:

*APIRG/24 & RASG-AFI/7 Conclusion 3/02:*     *Coordination of APIRG and RASG-AFI Annual Reporting*

**That, to ensure an effective and timely reporting of the two Groups and avoid duplication of efforts:**

   a) **the AANRT members (ASECNA, ATNS, AIRBUS, IATA, AFRAA and CANSO) to urgently nominate representatives to the Team;**
   b) **the Secretariat to coordinate the AANRT and ASRT activities for timely development and publication of the Annual Reports; and**
   c) **States, ANSPs and International Organizations are urged to support the activities of the AANRT through the provision of the required information on a timely basis.**

**APIRG/RASG-AFI/AFI PLAN:     COMMON AREAS AND ACTIVITIES**

3.6.    The review of the allocation of tasks and the areas of common interest between APIRG and RASG-AFI is part of the ARC-TF terms of reference and work Programme. This aimed at facilitating consistency, efficiency, ensuring the eradication of duplication and avoiding conflict between the activities of APIRG and RASG-AFI. The ARC-TF/4, held virtually on 25 October 2021, reviewed the allocation of tasks and the areas of common interest between APIRG and RASG-AFI as presented by the Secretariat.

3.7.    The Meeting therefore discussed and endorsed the updated common areas (see **Appendix 2D**), with some amendments with regard to the introduction of the *Manual on Civil-Military Cooperation in Air Traffic Management* (Doc 10088) and due consideration of the Annex 19 with regard to Accidents and Incidents Analysis.

**STATUS OF IMPLEMENTATION OF THE AFI SAFETY AND AIR NAVIGATION TARGETS**

3.8.    AFCAC, tasked to monitor level of implementation of the Abuja Safety and ANS Targets on behalf of African member States, provided the meeting with a summary of the status of Implementation of the AFI Safety and Air Navigation Targets. It was reported that only 25 AFCAC member States out of 53 responded to the questionnaires developed and sent to member States to provide feedback meant to assist AFCAC to periodically determine the status of implementation of the Abuja Safety Targets.

3.9.    The status of implementation of the Abuja Safety and Air Navigation Service Targets report was compiled using information provided by the 25 States and supplementary data from IATA and ICAO iSTARS platform  resulting in the observations as shown in **Appendix 2E** and summarized by the graph below:
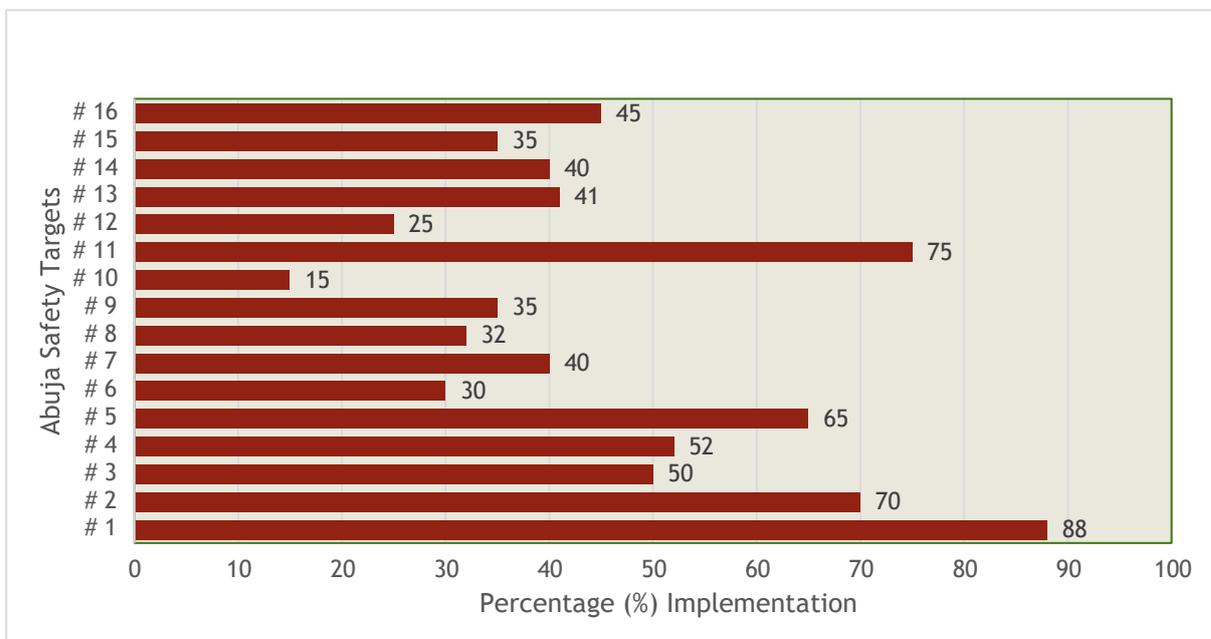
3.10. The meeting noted limited progress in the implementation of Air Navigation Service Targets in particular for:
- AST # 14 – on implementation of ASBU B0 Modules – average 40% - 2018 Target not met;
- AST # 13 - establishment of seamless Air Navigation Services in the AFI Region – Progress towards 2024 not satisfactory;
- AST # 10 - Implement the transition from AIS to AIM – About 15% member States submitted national action plans - 2018 Target not met;
- AST # 12 – Reduce the rate of aircraft proximity (AIRPROX) occurrences
  o 25% of member States established AIRPROX monitoring mechanism
  o Progress towards 2023 Target not met.

3.11. The meeting took note on the fallowing outlined challenges:
- Lack of appropriate safety data collection and analysis tools;
- Limited information provided by the States and lack of effective mechanisms and tools for periodic reporting of progress;
- Limited resources/ interventions by responsible entities to assist member States achieve set targets;
- Lack of master plans and required resources available to member States to implement certain targets which require substantial financial resources;
- Some key performance indicators are not sufficient to capture the implementation status of corrective action plans and therefore, should be reviewed.

3.12. In order to address these challenges, the meeting identified the need for:
- Improved methods to collect safety data and monitor status of implementation of safety systems and targets;
- Identifying suitable IT-based tools, related software, and subsequent deployment to member States as necessary;
- Coordination and collaboration amongst key regional organizations such as RSOOs and international partners to address implementation constraints, such as the requirement for resources to deploy the IT-based data collection tools and analysis for the benefit of member States and channeling resources and efforts towards areas of greater need such as the ANS targets.
- Reviewing number of Safety Performance Indicators currently not sufficient to reflect the implementation status of certain targets and therefore cannot be efficiently measured.

3.13. In consideration of the above, the following conclusion was formulated:

***APIRG/24 & RASG-AFI/7 Conclusion 3/03:***      ***Status of Implementation of the AFI Safety and Air Navigation Targets***

**That,**
**In order to address the need for improved methods to collect safety data and monitor status of implementation of safety and ANS targets:**

a) **AFCAC should develop an online mechanism and tools for effective monitoring and reporting of progress, and provide technical assistance to States as required; and**

**b) States are encouraged to develop and implement all required national implementation plans related to various Safety and ANS targets.**

# PART III:

# TWENTY-FOURTH MEETING OF THE AFRICA-INDIAN OCEAN PLANNING AND IMPLEMENTATION REGIONAL GROUP (APIRG/24)

**AGENDA ITEM 1:    ADOPTION OF THE AGENDA AND WORK PROGRAMME & ELECTION OF THE BUREAU**

1.1.    The Agenda adopted by the meeting is provided in **Appendix 3A** to this Report. The list of participants for the APIRG/24 meeting is provided in **Appendix 3B** to this Report.

1.2.    The meeting recalled that the last election of the Officials of the APIRG took place during the 21st meeting of the Group, in October 2017, i.e. four years ago. The meeting proceeded to elect the following:

- Chairperson:              Mr. Gotz Georg Tobias Günzel (Namibia);
- 1st Vice-Chairperson:     Mrs. Paule Assoumou Koki, (Cameroon); and
- 2nd Vice-Chairperson:     Mr.Oumar Ba (Mali).

The meeting therefore agreed on the following Decision:

*APIRG/24 Decision 24/ 01:          Election of the Chairperson, the First Vice chairperson and the Second Vice chairperson of APIRG*

**That, in order to guide the activities of the APIRG, the following were elected:**

| | |
|---|---|
| **Mr. Gotz Georg Tobias Günzel,** | **Chairperson** |
| **Deputy Director General,  Namibia CAA** | |
| **Mrs. Paule Assoumou Koki,** | **First Vice-Chairperson** |
| **Director General, Cameroon CAA** | |
| **Mr. Oumar Ba,** | **Second Vice-Chairperson** |
| **Director General, Mali CAA -** | |

**AGENDA ITEM 2:          FOLLOW-UP ON APIRG/23 AND APCC/5 MEETINGS CONCLUSIONS AND DECISIONS**

**Review of the action taken by the APCC/6 on APIRG/23 Conclusions and Decisions**

2.1    The meeting recognized and appreciated the progress made so far in the coordination and conduct of APCC activities, including the review of the reports of the AAO/SG and the IIM/SG respectively. In addition, the status of the implementation of Conclusions and Decisions relating to APIRG and its auxiliary bodies was noted.

2.2    The meeting acknowledged the important changes introduced by the Sixth Edition of the GANP and identified the need for the AFI Region to align the Regional and National Air navigation Plans to the GANP in order to ensure an organized and harmonized implementation of ASBU elements.

2.3    The recognition and relevancy of the newly introduced Research, Development and Innovation (RDI) in aviation initiative was appreciated by the meeting and a proposal was made to incorporate the RDI in the APIRG Work Programme.

2.4    Furthermore, the meeting agreed that the APIRG/23 Conclusion 23/22 on *IIM Projects Package for Funding* required an action.

**Review of the action taken by the APCC on APIRG/23 Conclusions and Decisions**

2.5    The meeting considered the proposal of establishing the AFI Volcanic Ash Exercise Steering Group to play the role of coordinating the volcanic ash exercise activities in the Region, developing the Volcanic Ash Contingency Plans and conducting the Volcanic Ash exercises; and agreed on the following Conclusion:

*APIRG/24 Decision 24/02:*          *Establishment of the AFI Volcanic Ash Exercise Steering Group*

**That, In order to ensure effective coordination of the volcanic ash exercise activities in the AFI region, the AFI Volcanic Ash exercise Steering Group is established as per its Terms of reference provided in Appendix 3C.**

2.6    The meeting considered the membership of APIRG as stated in the APIRG Procedural Handbook and recognized the continuous support of AFCAC and the industry, and agreed on the following Decision:

*APIRG/24 Decision 24/03:*          *Membership of the APCC*

**That, in order to take advantage of the contributions of AFCAC and the industry, the membership of APCC is expanded to AFCAC and IATA as the industry representative**

2.7    The meeting also noted that as part of its mandate, the APCC developed the draft Agenda for the APIRG/24 meeting and considered the future work program for APIRG and its Auxiliary bodies.

**Review of the status of implementation of APIRG/23 Conclusions and Decisions**

2.8    The meeting was presented with information on the status of implementation of the Conclusions and Decisions adopted by the APIRG/23 meeting. It noted that while a number of Conclusions and Decisions were still in the '*In-Progress*' status, some had been completed. Mindful of these discussions, States and Organizations were encouraged to undertake the necessary actions to facilitate the implementation of the outstanding Conclusions and Decisions.

**AGENDA ITEM 3:          PERFORMANCE FRAMEWORK FOR REGIONAL AIR NAVIGATION PLANNING AND IMPLEMENTATION**

3.1.    Outcomes of the Fourth meeting of the APIRG Airspace and Aerodrome Operations Sub-Group (AAO/SG4)

   3.1.1. The meeting was informed that the Fourth Meeting of the APIRG Airspace and Aerodrome Operations Subgroup (AAO/SG4) was held virtually, from 16 to 18 August 2021 and was attended by one hundred and ninety nine (199) participants from thirty six (36) AFI States and four (4) International Organizations. In accordance with the APIRG Procedural Handbook, the meeting elected the Bureau of the Sub Group and agreed therefore on the following Decision:

*APIRG/24 Decision 24/04:*        *Election of the Chairperson and Vice-Chairperson of the AAO/SG*

**That, in order to guide the discussions of the Sub-Group, Mr. Billy Diabasenga (Democratic Republic of Congo) and Nathan Kaluba (Zambia) were elected as Chairperson and Vice Chairperson of the Sub-Group, respectively.**

**Review of the APIRG Conclusions/Decisions applicable to the AAO/SG**

3.1.2. The meeting was informed that the AAO/SG reviewed the status of implementation of the applicable APIRG/23 Conclusions and Decisions. The meeting appreciated progress made in the implementation of some Conclusions and Decisions and noted the challenges related to the reporting mechanisms. While recognizing the need for States to improve the flow of information provided to the Regional Office, the meeting tasked the Secretariat to propose a mechanism that could improve and harmonize the reporting of the implementation status of the Conclusions and Decisions.

3.1.3. The updated status of implementation of APIRG Conclusions and Decisions is contained in Appendix 2 to the AAO/SG 4 Report.

**Planning and Implementation**

3.1.4. The Group appreciated the progress made on planning and implementation related matters. The meeting recognized that the reorganization and where necessary, the merging of some Projects had facilitated the fast-tracking of the Project development process. Nevertheless, some projects are still lagging behind and the meeting urged the Project Team Members to fast-track the process toward their completion.

**AFI ATM Master Plan (AAMP)**

3.1.5. The meeting was updated on the progress made by the AFI ATM Master Plan – Project Management Team (AAMP PMT) in the development of the AFI ATM Vision 2045 document; the future AFI Concept of Operations (AFI CONOPS) and the AFI ATM Master Plan (AAMP). The meeting welcomed the request of the PMT to extend the period allocated for the completion of the task in order to ensure that the undertaking is developed to maturity.

3.1.6. On the other hand, the PMT expressed concern on the lack of participation by core members of the Project and recommended that in order to support the completion of the development of the key project documents, it was necessary for the Project member States to confirm the nominees to the Project or provide replacements for the non-available members. To facilitate the Project completion, the meeting approved the PMT request, extended the project completion deadline to the APIRG/25 meeting and urged the Project member States to ensure active participation of their nominees in the project activities. The meeting therefore formulated the following Conclusion:

*APIRG/24 Conclusion 24/05:*        *Implementation of the AFI ATM Master Plan (AAMP)*

**That, to enable the completion of the AFI ATM Master Plan (AAMP), the Vision Document and the ATM Concept of Operations (CONOPS) document:**

    a) **States/Organizations to confirm by 31 December 2021, the availability of previously nominated AFI ATM Master Plan (AAMP) project members to continue with the project or nominate suitable alternatives and ensure their effective participation as project team members; and**

    b) **The Secretariat in coordination with the Project Team to present the first draft of the AFI ATM Master Plan to APIRG/25.**

**AFI ATM Contingency Plan (AFI ATM CP)**

    3.1.7. The meeting was updated on the completion of the review of the first edition of the AFI Regional ATM Contingency Plan (AFI ATM CP) and its implementation status. Noting the improved changes, the second edition of the AFI ATM CP was endorsed and States were invited to review and harmonize their National ATM Contingency Plans with the revised AFI ATM CP. In pursuance of the promotion of the implementation of the second edition, the meeting formulated the following Conclusion and Decision:

*APIRG/24 Conclusion 24/06:*        *Review of the AFI ATM Contingency Plan (AFI ATM CP)*

**That, to ensure the availability of information pertaining to the AFI region contingency plans:**

    a) **States that have not done so, are urged to review and publish their National ATM CP, and forward the signed copies to ICAO Regional Offices by 31 March 2022; and**

    b) **States to establish and link their National ATM Contingency Plans to the ICAO Webpage of ATM Contingency Plans, by 30 June 2022.**

*APIRG/24 Decision 24/07:*        *Review of the AFI ATM Contingency Plan (AFI ATM CP)*

**That, in order to ensure the availability of information pertaining to the AFI region Contingency Plans, the Second Edition of the AFI ATM Contingency Plan in Appendix 3D to Report is endorsed.**

**AFI Free Route Airspace (AFI FRA)**

    3.1.8. The meeting was updated on the work of the AFI Free Route Airspace Project Management Team (AFI FRA PMT). It was noted that although COVID-19 had negatively affected the aviation industry, some States had implemented plannable direct routes that would assist with operational recovery.

3.1.9. Notwithstanding the aforementioned, concerns were raised on the low response to the GAP analysis checklist developed to provide an overall picture of possible challenges to be addressed during FRA implementation. In order to improve the collection of the data, the meeting formulated the following Conclusion and Decision:

*APIRG/24 Conclusion 24/08:*      *Implementation of the AFI Free Route Airspace (AFI FRA)*

**That, in order to foster a harmonized implementation of the AFI FRA within the stipulated timelines, States that have not already done so, to complete the Free Route Area (FRA) Gap Analysis checklist and forward to ICAO Regional Offices as a matter of urgency, using the provided survey tool:**
https://www.surveymonkey.com/r/Preview/?sm=3CzP166ETNuFuWD9Otd2CNEEJJetf9yXt_2FWdFyCzfsWZO7XUx_2B_2BWJ6iyGBKFfJKJ

*APIRG/24 Decision 24/09:*      *Implementation of the AFI Free Route Airspace (AFI FRA)*

**That, in order to foster a harmonized implementation of the AFI Free Route Area (FRA) within the stipulated timelines, the meeting endorses the draft AFI FRA CONOPS in Appendix 3E to this Report.**

## ARMA RVSM and Operational Safety

3.1.10. The meeting received the report on RVSM Safety in the AFI Region airspace. The report contained results of the 2019 Collision Risk Assessment 14, Monitoring Burden for the AFI Region, Implementation progress for Strategic Lateral Offset Procedure (SLOP), and Identification of Non-Approved aircraft operating outside of the AFI Region. The consolidated full report on airspace monitoring and reporting is provided under Agenda Item 4 of this report on Other Air Navigation Initiatives.

## AFI SAR Implementation and development of the SAR Plan

3.1.11. The meeting was provided with an update on status of implementation of the AFI Region's Search and Rescue (SAR) system; the implementation of the action plans developed from the 2019-2020 interregional SAR workshops as well as the Satellite Aided Distress Tracking System workshop conducted by the Joint Workshop Group (JWG) in 2021.

3.1.12. Noting with satisfaction that the first draft of the AFI SAR Plan had been completed, the meeting endorsed the first Edition of the AFI SAR Plan as presented in **Appendix 3F** to this Report. With respect to fostering the implementation of the provisions of the first edition of the AFI SAR Plan, the meeting formulated the following Decision:

*APIRG/24 Decision 24/ 10:      Improvement of Search and Rescue Services in the AFI Region*

**That, in order to have an improved and harmonized implementation of the Search and Rescue Services in the AFI region:**

   a) **The AFI SAR Plan in Appendix 3F to this Report is endorsed; and**
   b) **States are urged to harmonize their National SAR Plans with the Regional SAR Plan by 30 September 2022.**

**AFI Secondary Surveillance Radar Codes Allocation and Review (ASCAAR)**

   3.1.13. The meeting was informed that the ASCAAR Project had reached the final phase and will be ready for implementation from 2 December 2021. This was after the completion of a trial period which commenced on 7 October 2021 and lasted for sixty (60) days. In order to ensure a harmonised and safe transition to the newly adopted Code Management Plan (CMP), the meeting formulated the following Conclusion:

*APIRG/24 Conclusion 24/ 11:      Implementation of the AFI SSR CMP*

**That, in order to ensure the smooth implementation of the adopted AFI SSR CMP, States to promote awareness to all stakeholders on the AFI SSR CMP in preparation for the implementation date of 2 December 2021**

**ATS Competency Study**

   3.1.14. The Project Team provided an update on the status of the ATS Competency Study (ATSCS), noting that the issue of ATC competence still warranted special attention. While taking into account the lessons learnt during the pandemic period, the Project team had reviewed the survey tool and recirculated it to the target groups. Despite all these efforts, the response was low. The meeting noted that in order to enable the completion of the ATSCS, States are urged to coordinate the response of their ANSPs to the survey questionnaire as a matter of urgency.

**Performance Based Navigation (PBN) Implementation**

   3.1.15. The meeting noted that the low progress of implementation of PBN in the Region was due to the absence of a harmonized approach. The meeting encouraged States to optimize the current low traffic conditions caused by the effects of COVID-19 on travels and implement Continuous Climb and Descent Operations (CCO/CDO).

   3.1.16.  In addition, it was noted that timelines set by APIRG for the implementation of the RNAV/5, RNP/2 and RNP/4 in the En-route sector had expired. The necessity to review timelines and provide a forum for the process to ensure a harmonized approach for the implementation was emphasized. Therefore, in order to foster the process of implementation of these route specifications in the Region, the meeting formulated the following Conclusion and Decision:

*APIRG/24 Conclusion 24/12:*    *Optimization of the ATS Route Structure in the AFI En-Route Airspace*

**That, in order to optimize the ATS route structure in the AFI En-route airspace and foster the harmonized implementation of the RNAV/5, RNP/4, and RNP/2:**

 a) **States/ANSPs, IATA and AFRAA to collaborate and conduct a survey of aircraft equipage in the AFI region to facilitate implementation and planning of navigation specifications of en-route operations (RNAV/5, RNP/2 and RNP/4) by 31 March 2022;**

 b) **States in coordination with ICAO, IATA, AFRAA and the AFPP to identify trunk routes connecting major city pairs in the upper airspace and transit to/from aerodromes for RNAV/5, RNP/2 and RNP/4 implementation by 31 October 2022; and**

 c) **ICAO Regional Offices and AFPP conduct a workshop by end of June 2022 on RNAV/5, RNP/2 and RNP/4 airspace concept design and assist States in developing capacity for required RNP regulatory approvals and in the implementation activities, for a safe and timely RNP implementation in the AFI Region.**

*APIRG/24 Decision 24/13:*   *Improved CCO/CDO Implementation*

**That, in order to improve the continued implementation of CCO/CDO in support of PBN and foster the harmonized implementation approach:**

 a) **AFPP, CANSO and ICAO Regional Offices to conduct a CCO/CDO implementation survey. and**

 b) **States that have not already done so, to confirm their CCO/CDO implementation status by providing to the respective ICAO Regional Offices copies of published procedures.**

**Formalization of South Atlantic (SAT) Structure and Handbook**

 3.1.17. The meeting noted the reviewed Terms of Reference (ToR) of the South Atlantic Steering Group (SSG), the SAT Implementation Management Group (IMG) and the SAT Oversight Group (SOG) and additionally noted the elections of the Administrative Officers of the SAT Group on 29 October 2021.

 3.1.18. The meeting was presented with and acknowledged the SAT structure and Handbook to be used as a framework for the governance of the Group. The document was duly endorsed. With a view to promote the operationalization of the Group, the meeting formulated the following Conclusion:

*APIRG/24 Conclusion 24/14:*   *Adoption of a formalized SAT Structure and Handbook*

**That, in order to establish and operationalize a formalized structure for the provision of ATS improvements over the entire South Atlantic, the SAT structure and Handbook in Appendix 3G to this Report is endorsed as the governance framework for the SAT Group.**

**Civil/Military Cooperation and Coordination**

3.1.19. The meeting noted the importance of considering the engagement of personnel at the highest State level, on Civil/Military cooperation matters. A recommendation was made for States to consider establishing national high-level civil-military aviation cooperation policy Board and Civil/Military Cooperation Committees as a matter of urgency to resolve the challenges related to the Flexible Use of Airspace (FUA) and Special Use Airspace (SUA). The importance of the incorporation of the new provisions contained in ICAO Doc 10088, *Manual of Civil/Military Cooperation in ATM*, was discussed and the following Conclusion was formulated:

*APIRG/24 Conclusion 24/ 15:*          *Enhanced Implementation of Civil/Military Cooperation*

**That, in order to promote a harmonized implementation of the provisions of the Manual of Civil/Military Cooperation in ATM (ICAO Doc 10088) in the AFI region:**

a) **States to conduct national awareness seminars, workshops, joint planning and provision of services where necessary on Civil/Military cooperation;**
b) **States to request ICAO Regional Offices assistance where necessary in the implementation of specific Civil/Military activities and programmes;**
c) **States to review the existing Special Use Airspaces (SUA) in order to facilitate the implementation of FUA; and**
d) **States to engage with the concerned military authorities in order to improve availability of FUA, based on flight plannable directs post implementation data.**

**ATM Coordination**

3.1.20. The outcome of the Air Traffic Management (ATM) Coordination Meeting held virtually on 28 June to 2 July 2021 was provided to the meeting. The numerous outstanding pending actions from previous coordination meetings were raised and concerned States were urged to expedite the implementation of the related activities.

3.1.21. The meeting also noted that there were still high level coordination failures resulting in Large Height Deviations (LHD) in the intersection region between AFI and MID Regions (the Horn of Africa). As a result, the concerned States were invited to take into account, the importance of participating in coordination forums as a means of eliminating these unsafe conditions.

**Implementation of Tactical Action Group (TAG) Recommendations**

3.1.22. The meeting was updated on the recommendations from the 13th meeting of the Tactical Action Group (TAG/13) held on 26 October 2021. Concerns were raised on the low level of implementation of recommendations from previous TAG meetings including TAG/11 and TAG/12 meetings held in 2019 and 2020 respectively. The meeting then urged concerned States to consider the importance of expediting the implementation of the recommendations.

**Status of implementation of Aerodrome Operations Projects and ASBU Elements**

3.1.23. The meeting was updated on the status of implementation of Aerodrome Operations and ASBU elements projects and noted the progress made by the Aerodrome Operations Project Teams in drafting the Project documents.

**GRF Implementation Monitoring**

3.1.24. The meeting was updated on the Global Reporting Format (GRF) implementation monitoring tool and map. These were developed by ICAO based on the GRF Implementation Action Plan and the actual implementation status provided by States to the ICAO Regional Offices. The meeting agreed on the following Conclusion:

*APIRG/24 Conclusion 24/16:*          *GRF Implementation and Monitoring*

**That, in order to ensure effective implementation of Global Reporting Format (GRF), States to continuously update ICAO Regional Offices on the status of the implementation including the challenges encountered.**

3.1.25. ASECNA presented a paper describing the arrangements put in place as part of the implementation of the new runway condition report format (GRF), including the new SNOWTAM format in its member States and challenges encountered in the implementation activities, particularly on SNOWTAM and some provisions of the Circular 355. The Secretariat provide more clarification and guidance on issues raised by ASECNA and encouraged States and Organizations to request for support when necessary, for a timely implementation of GRF provisions.

**Implementation of the Airport Collaborative Decision Making (A-CDM)**

3.1.26. The meeting noted the importance of real time operational information sharing among all the airport stakeholders for the Collaborative Decision Making (CDM) in order to save costs attributed to fuel burns and delays. The meeting further noted that training and sensitization are also critical for A-CDM implementation. The meeting formulated the following Decision:

*APIRG/24 Decision 24/17:*          *Implementation of the Airport Collaborative Decision Making (A-CDM)*

**That, in order to foster the implementation of Airport Collaborative Decision Making (A-CDM), ICAO Regional Offices in collaboration with stakeholders such as CANSO, to conduct workshop(s) on A-CDM by June 2022 and encourage States to participate.**

**Panel – The 3As - Building Back Better**

3.1.27. The meeting was informed of the special panel session introduced by the AAO/ SG4 as a novelty which provided a platform for directly harnessing the inputs of CEOs and Senior Managers within the industry and service providers as crucial inputs into the planning and implementation of air navigation systems in the AFI Region. The meeting noted that the 3As (Airlines, Airports and Air

Navigation Services) have the biggest resource burden. This was attributed to their responsibility pertaining to planning, implementing of the Air Navigation system infrastructure equipment; investment activities; coordinating the technical and operations aspects, and ensuring the availability of financial and human resources. The meeting, noting the important feedback of building back better from the Panel and the need to ensure that the Group supports the 3As, formulated the following Conclusion:

*APIRG/24 Conclusion 24/ 18:*          *Building Back Better Air Navigation Systems*

**That, in order to build-back-better air navigation systems, ICAO is to organize seminars on innovations, emerging technologies and business models with leverage on the benefits of Artificial Intelligence, Big Data and digitalization, etc. for the modernization of the provision of air navigation systems and services in the region and support the Yamoussoukro Declarations (YD), Single African Air Transport Market (SAATM) and Africa Continental Free Trade Area (AfCFTA) objectives.**

**AFI Air Navigation Plan (ICAO Doc 7474)**

3.1.28. The meeting was informed that the approved Volumes I and II of the AFI electronic Air Navigation Plan (eANP) which are available on the ICAO ESAF and WACAF Regional Offices' websites, require vital information to be provided by States.

3.1.29. In addition, the meeting recalled that the structure for the Sixth Edition of the Global Air Navigation Plan (GANP) in conjunction with the updated ASBU framework available on the ICAO GANP Portal[1] generate the need for the amendment of the Regional priorities for ASBU implementation so as to align them to the amended ASBU elements.

**Implementation of sixth Edition of the GANP within the AFI Region**

3.1.30. The meeting appraised the new changes to the 6th Edition of the GANP which includes but are not limited to the format, the content of the Basic Building Block (BBB) framework, the revised threads, the replacement of Performance Improvement Areas (PIAs) and the three new groups (*new, amended and re-structured modules*). The meeting recommended sensitization to States on these new provisions and formulated the following Decision:

*APIRG/24 Decision 24/19:*          *Implementation of the Sixth Edition of the Global Air Navigation Plan (GANP) within the AFI Region*

**That, in order to foster the implementation of the Global Air Navigation Plan, ICAO Regional Offices to conduct a workshop on ASBU Elements contained in the sixth Edition of the GANP by 30 June 2022.**

---

[1] https://www4.icao.int/ganpportal/

**The AFI Air Navigation Deficiencies Database (AANDD)**

3.1.31. The meeting took note of the progress made in the development of the web-based AANDD platform and arrangements made by the Secretariat to provide training to States. States that are yet to nominate Focal Points to utilize the platform were encouraged to do so as soon as possible.

**Terms of Reference (ToR), Composition and Future Work Programme of the AAO Sub-Group**

3.1.32. The Sub-Group reviewed its ToRs, with the objective of identifying areas for improvement to effectively support additional activities being undertaken by the Group and for recommendation to APIRG.

**3.2. Outcomes of the Fourth meeting of the APIRG Infrastructure and Information Management Sub-Group (IIM/SG4)**

3.2.1. The Meeting was informed that the Fourth meeting of the APIRG Infrastructure and Information Management Sub-Group (IIM/SG4) was held virtually from 31 August to 3 September 2021. Two hundred ninety (290) participants from thirty-two (32) States, five (5) Air Navigation Service Providers (ASECNA, ATNS, GCAA, KCAA, and SODEXAM), International Airlines Association (IATA), International Federation of Air Traffic Controllers' Associations (IFATCA) and ICAO Regional Offices for Western and Central Africa (WACAF) and Eastern and Southern Africa (ESAF) attended the meeting. The meeting discussed nine (09) Agenda Items.

**Election of the Chairperson and Vice-Chairperson of the Sub-Group**

3.2.2. The meeting recalled the APIRG Procedural Handbook provisions and proceeded with the election of the Sub-Group Chair and Vice-Chair. The meeting formulated the following Decision:

*APIRG/24 Decision 24/ 20:*     *Election of the Chairperson and Vice-Chairperson of the IIM Sub-Group*

**That, in order to guide the work of the IIM Sub-Group, Ms. Anne Njeri Gitau from Kenya and Mr. Issoufou Abdoulaye from Niger are elected as Chairperson and Vice Chairperson of the IIM Sub-Group, respectively.**

**REGIONAL PROJECTS IMPLEMENTATION**

**IIM/SG Projects' Masterplan**

3.2.3. The meeting commended the work done by the Sub-Group regarding the development of the IIM Masterplan to track the IIM Projects activities and provide quarterly reports. The meeting took note of the development of the Log Frame for the IIM projects and highlighted some challenges, mainly related to project activities and expected results.

**States' Reporting on Planning and Implementation**

    3.2.4. The meeting was informed that few States effectively responded to the Projects' questionnaires that were sent by the Secretariat. The meeting recognized challenges posed by the States' planning and implementation data availability in the AFI Region. The meeting therefore tasked the Secretariat to explore other mechanisms as alternative to surveys for data collection. The following Decision was formulated:

*APIRG/24 Decision 24/ 21:*        *Collection of States' Planning and Implementation activities information*

**That, in order to improve data availability on States' planning and implementation activities, the Secretariat to explore other mechanisms as alternative to surveys.**

    3.2.5. Furthermore, the meeting agreed that, the nomination by States of a National Coordinators for Planning and Implementation (NCPI) as well as Focal Points for each technical area would facilitate the coordination of APIRG and its subsidiary bodies activities. The meeting formulated the following Conclusion:

*APIRG/24 Conclusion 24/ 22:*       *Nomination of States' National Coordinators and Focal points*

**That, in order to facilitate the coordination of APIRG and its subsidiary bodies activities, States to nominate a National Coordinator for Planning and Implementation (NCPI) as well as focal points in each technical area (AOP, ATM/SAR, AIM, CNS and MET) and communicate their details to the ICAO Regional Offices by March 2022.**

**Aeronautical Information Management (AIM)**

    3.2.6. The meeting was informed on the progress made by the AIM Project 1 - *Assessment and development of QMS applied to AIM,* and AIM Project 2 - *Implementation of Aeronautical Information Exchange Systems (AIXM).* The meeting called upon Nigeria, Coordinator of AIM Project 3, to confirm its willingness to continue leading this Project and to nominate a Project Team Coordinator for the Project.

**Aeronautical Communication, Navigation, Surveillance and Spectrum Infrastructure and Systems (CNS)**

    3.2.7. The meeting was updated on the progress made by the CNS related Projects. Tremendous work was done with regard to the Project IIM COM Project 5 deliverables, which included amongst others, the assessment of potential cyber threats to ANS, analysis of existing cybersecurity and cyber resilience frameworks, and development of the AFI ANS Cyber safety and resilience framework.

    3.2.8. The meeting did not receive any report on the COM Project 1 - *Implementation of Ground/Ground communication (ATS/DS, AIDC, VoIP)*, the COM Project 2: *Implementation of Ground/ground Communication,* aimed at ensuring

operational traffic data flow and Information management (FPLs, OPMETS, NOTAM); and the COM Project 4 - *Implementation of Interoperable Seamless Telecommunication Infrastructure*. The meeting formulated the following Conclusion:

*APIRG/24 Conclusion 24/ 23:*         *Coordination of IIM Projects*

**That, to ensure proper coordination and implementation of the Projects with coordination challenges:**

a) **Nigeria, Mali and Togo to confirm their willingness to continue leading the projects AIM 3, COM 2, COM 1, and COM 4 respectively, and to nominate qualified experts to coordinate these projects by 31 March 2022;**
b) **The Secretariat to proceed with their replacement if no response is received from the concerned States**

**Aeronautical Meteorology (MET)**

3.2.9. The meeting noted the progress made by the MET Project 1 related to the Implementation of en-route weather phenomena information (SIGMET) and (QMS/MET) service in the AFI region. A number of achievements were made regarding the implementation of QMS, the conduct of the AFI Regional SIGMET tests and the developments regarding the updating of the AFI SIGMET Guide and SIGMET Trial Procedures. The meeting emphasized the need to accelerate the updating of the AFI SIGMET guide and ensure its availability on the ICAO website. The meeting formulated the following Decision:

*APIRG/24 Decision 24/ 24:*         *AFI SIGMET Guide and SIGMET Test Procedure*

**That, in order to assist States/Organizations in providing SIGMET information in accordance with ICAO SARPs, the AFI SIGMET Guide contained in Appendix 3H and the AFI SIGMET Test Procedure contained in Appendix 3I are approved.**

3.2.10. Furthermore, the meeting raised the need to assess the competency of Aeronautical Meteorological Personnel within the AFI region. Accordingly, the following Decision was formulated:

*APIRG/24 Decision 24/ 25:*         *Aeronautical Meteorological Personnel Competency Assessment*

**That, in order to improve States' aeronautical meteorology personnel competency, the IIM Sub Group's MET Project 1, in coordination with States, to develop a process for assessing the competency of Aeronautical Meteorology Personnel within the AFI Region**

3.2.11. The meeting was updated on the status of the implementation of the IWXXM model in the AFI Region, and moreover discussed the matter related to the translation of Traditional Alphanumeric Code (TAC) OPMET data to IWXXM format. The concerns regarding the provisions of the translation services, specially, the lack of translation agreements were noted. The meeting therefore formulated the following Conclusion:

*APIRG/24 Conclusion 24/ 26:*     *Traditional Alphanumeric Code (TAC) to IWXXM Translation agreements*

**That, in the framework of the dissemination of OPMET data in the IWXXM format in the AFI Region:**

  a) **States without the capability to generate OPMET data in IWXXM are encouraged to establish bilateral agreements with States that have IWXXM capability for translation of their TAC OPMET data to IWXMM format.**
  b) **RODBs Dakar and Pretoria in coordination with the Secretariat, to develop by 30 June 2022, a formal Regional plan to support the implementation of the IWXXM in the Region and formalize a bilateral agreement to conduct the IWXXM operationalization tests between the two IROGs and their corresponding ROC; and**
  c) **The Secretariat to record the Regional plans for follow-up purposes, maintain the list of Agreements and make the information available on the ICAO public website.**

  3.2.12. The meeting was informed on the progress made by the MET Project 2, including actions undertaken in line with the APIRG/23 Conclusion 23/28 related to the Development of Volcanic Ash Contingency Plans and the conduct of a Volcanic Ash exercise in the AFI Region. The meeting noted that a workshop was conducted on the volcanic ash exercise, and that the AFI Volcanic Ash Contingency Plan (AFI VACP) was reviewed. The meeting agreed on the following Decision:

*APIRG/24 Decision 24/ 27:*     *Approval of AFI Volcanic Ash Contingency Plan*

**That, in order to provide States/Organizations with standardized guidelines and procedures for the provision of information to airlines and en-route aircraft before and during a volcanic eruption, the AFI ATM Volcanic Ash Contingency Plan, Edition 2021 (AFI VACP, Ed 2021) contained in Appendix 3J is endorsed.**

  3.2.13. Furthermore, the meeting was provided with an update on the ongoing activities related to the preparation of the volcanic ash exercise to be conducted in the AFI region by the end of the year. In this regard, the meeting reviewed the draft operational guidance and directives on the volcanic ash exercise. Following the discussions on the matter, the meeting agreed on the following Decision:

*APIRG/24 Decision 24/ 28:*     *Endorsement of the AFI Volcanic Ash Exercise Operational Instructions and Directives*

**That, in the framework of the conduct of the volcanic ash exercise in the AFI region, the AFI Volcanic Ash Exercise Operational Instructions (AFI VOLCEX OPINS) and the Volcanic Ash Exercise Directives contained in Appendix 3K are endorsed.**

  3.2.14. The meeting discussed the report on the progress made by the MET Project 3 related to the *Implementation of Annex 3 provisions relating to Space Weather requirements within the AFI Region*. It was noted that the Project initiation documents (Terms of Reference and Project, Scope, objectives, tasks etc.) were

developed. Additionally, a survey questionnaire was developed and circulated to the States. The following Decision was formulated:

*APIRG/24 Decision 24/ 29:*     *Adoption of the MET Project 3 Terms of Reference and the Project deliverables for 2021-2022*

**That, the proposed MET Project 3 Terms of References and its associated Project deliverables contained in Appendix 3L are endorsed.**

**IMPLEMENTATION OF ASBU ELEMENTS**

**Provisions of the sixth edition of the GANP**

3.2.15. The meeting was updated on the 6th edition of the GANP and provided with details on the ASBU elements pertaining to AIM, CNS and MET. The necessity for the AFI Region to assess the priority elements of Block 1 for implementation was emphasised.

3.2.16. A paper presented by South Africa highlighted the impact of the 6th Edition GANP on the current State National Plans, States' and APIRG Projects and reporting mechanisms. It calls for the review of States National ASBU Plans as well as AAO and IIM Projects ASBU references in relation to the GANP.

3.2.17. Taking note of the important changes introduced through the 6th edition of the GANP, the meeting identified the need for the AFI Region to align the Regional Air navigation Plan to the GANP. In this regard, the meeting agreed on the following Decision.

*APIRG/24 Decision 24/30:*     *Alignment of the Regional Air Navigation Plan with the 6th Edition of the GANP*

**That, in order to ensure consistency between the AFI Regional air navigation plan and the GANP:**

a) **The Secretariat to coordinate with the AAO and IIM Sub Groups Projects teams to identify the applicable elements of ASBU for the AFI region, by 31 July 2022; and**
b) **The Secretariat to coordinate the development of a draft revised Regional Air Navigation Implementation Plan for integration into the AFI eANP Volume III.**

3.2.18. The meeting requested the Project Teams to align their Project references with the ASBU Groups, Threads and Elements. For this purpose, the following Decision was formulated;

*APIRG/24 Decision 24/ 31:*     *Alignment of Projects to ASBU references in the GANP*

**That, in order to incorporate changes introduced by the 6th Edition of the GANP and its impact on the Regional and National Plans, Project Team Coordinators to align project references to the 6th Edition of the GANP Groups, Threads and Elements by 31 March 2022.**

**Incorporation of Research, Development and Innovation (RDI) in the APIRG Work Programme**

> 3.2.19. South Africa recalled the digital technologies opportunities and challenges; and calls attention to Air Traffic Management (ATM) community in terms of the ICAO Global ATM Operational Concept (Doc 9854) to embrace digital technologies, early consultations and engagements to develop strategic approach in ATM research, development and innovation (RDI) to assist with Implementation of ASBU Modules and other AFI Operational requirements.

> 3.2.20. The meeting discussed the introduction of Research, Development and Innovation (RDI) in aviation. Emphasis was made on the need to align research amongst the AFI States' aviation stakeholders to prepare for the future, share relevant experiences and raise the members' awareness of the potential benefits. The meeting formulated the following Decision:

*APIRG/24 Decision 24/ 32:*          *Incorporation of Research, Development and Innovation (RDI) in the APIRG Work Programme*

**That, in order to assist AFI States with addressing the implementation of operational requirements and ASBU elements, the work programmes of APIRG and its auxiliary bodies be amended to include activities related to Research, Development and Innovation (RDI).**

> 3.2.21. The meeting discussed the ongoing work to improve the AFI Air Navigation Deficiencies Database (AANDD), with the purpose of making the system more user friendly and fit for purpose. The Secretariat informed the meeting that training of States'/Organizations' Focal Points will be conducted once the new version of the system is released.

> 3.2.22. The meeting noted with concern, the high level of unavailability of OPMET data following the presentation of the Reports from the two Regional OPMET Data Banks (RODBs) Dakar and Pretoria. Consistent with Conclusion 20/43 of APIRG/20 related to the Action Plan to remove air navigation deficiencies in the MET field and Conclusion 21/24 of APIRG/21 related to the Availability of OPMET Data at AFI OPMET Data Banks, a workshop was conducted by the Secretariat in June 2021 and a group of experts [2] was tasked to develop a remedial action plan that was reviewed by the Sub-Group. The meeting formulated the following Conclusion, calling for the implementation of the said remedial action plan:

*APIRG/24 Conclusion 24/ 33:*          *Measures to improve the availability of OPMET data in the AFI Region*

**That, in order to address safety issues related to the unavailability of OPMET data:**

---

[2] ASECNA, Kenya and South Africa

a) **States/Organizations to implement measures provided in the AFI OPMET availability Action Plan contained in Appendix 3M and report quarterly to the Secretariat; and**

b) **The Secretariat to coordinate the implementation of the AFI OPMET availability Action Plan and provide support where necessary.**

3.2.23. The meeting was reminded of the new provisions related to the GRF and the resulting implications on Table MET II-2 of Part V of the AFI eANP Volume II. Table MET II-2 currently includes a requirement for the Aerodrome MET Office to provide the state of the runway as supplementary information in METAR/SPECI. However, the new provisions related to the implementation of the GRF related provisions removes this requirement. In addition, the meeting noted with concern that in order to improve the provision of the required observations and forecasts by the Aerodrome MET Offices, a number of AFI States are required to update their information contained in Table MET II-2. The meeting therefore formulated the following Conclusion:

*APIRG/24 Conclusion 24/34:*          *Review of the MET Table II-2 to Part V of the AFI eANP Vol II*

**That, in order to improve the availability of OPMET data in the Region, States are urged to update the list of required OPMET information in Table MET II-2 in the eANP Volume II Part V.**

**Continuation of the CODEVMET AFI Project**

3.2.24. The meeting was informed of the revision of the CODEVMET AFI Project in order to ensure its relevancy with respect to challenges faced by States. The main objectives of the revised project being to assist States in improving their MET Service Oversight functions, assist MET Service Providers in complying with ICAO SARPs and implementing the Quality Management System in MET.

3.2.25. The meeting was also informed of the revised CODEVMET AFI Project documents and annexes that were approved by the second Steering Committee (SC/2) Meeting for implementation in early 2022. The meeting formulated the following Conclusion:

*APIRG/24 Conclusion 24/ 35:*          *Continuation of the CODEVMET AFI Project*

**That, in order to improve States' Safety Oversight activities in MET, States /Organizations are urged to participate in the implementation of the Project related to the Cooperative Development of Aeronautical Meteorological Service in the AFI Region (CODEVMET AFI).**

**Review of the Terms of Reference and Work Programme of the Sub-Group**

3.2.26. The meeting updated the Terms of Reference (ToRs) and work programme of the APIRG IIM Sub-Group. In particular, the meeting updated the working methods of the Sub-group recalling the Conclusion 23/17 provisions, which called for the APIRG IIM/SG Chair and Vice-chair to convene quarterly PTCs

coordination meetings to assess progress and identify challenges. The meeting also revised and completed the work programme of the Sub-group. The following Decision was formulated:

*APIRG/24 Decision 24/ 36:*                *Terms of Reference of the APIRG IIM/SG*

**That, in order to complement the working methods of the IIM sub-group with regard to the periodic coordination by the Chairperson and Vice-Chairperson, the updated Terms of Reference of the IIM/SG contained in Appendix 3N to this Report are endorsed.**

**Status of implementation of AMHS**

3.2.27. ASECNA presented to the meeting the implementation status of the Air Traffic Service Message Handling System (AMHS) in its centers as well as the ongoing deployment project. It further informed that with the assistance of the ICAO Regional Offices in Lima and Dakar and after coordination and cooperation between ASECNA and DECEA (Brazil) during the COVID-19 period, the first AMHS connection between South America and Africa has been activated and is operational.

3.2.28. South Africa updated the meeting on the implementation of Ground/ground (AMHS and AFTN) communication aimed at ensuring operational traffic data flow and information management, the State being in the process of replacing the current AFTN/AMHS system with a new one that will ensure the continuous delivering of the required service as provided in the regional air navigation plan.

3.2.29. The meeting positively appreciated these progress allowing a gain in operational capacity and availability of circuits and data and encouraged States and Organizations to continue their efforts in the implementation of the AMHS, while proceeding to the secure migration in TCP/IP as part of Project COM 2 of IIM. The said project Team is urged to speed up the conduct of related activities. The meeting agreed on the following:

*APIRG/24 Conclusion 24/37*          *Implementation of AMHS in the AFI Region*

**That, in order to ensure the interoperability of the AMHS systems in the AFI Region:**

a) **States shall continue their efforts in the implementation of AMHS, while proceeding with the secure migration to TCP/IP of the bilateral links between adjacent centers; and**
b) **The IIM Sub-Group shall finalize by 31 March 2022 at the latest the project documents and thereafter accelerate the implementation in accordance with the sub-group activities schedule.**

3.2.30. The meeting also noted that increased coordination is necessary between Stakeholders for the migration of bilateral links under TCP/IP protocol, a necessary prerequisite allowing centers equipped to establish end-to-end AMHS links. The meeting called States and Organizations to strengthen their cooperation through bilateral and multilateral technical arrangements and to plan and conduct trainings on AMHS.

*APIRG/24 Conclusion 24/ 38:*        *Strengthening cooperation for the effective Implementation of AMHS in the AFI Region*

**That, in order to ensure the effective implementation of AMHS in AFI Region, States/Organizations to:**

    a) **Strengthen, through bilateral and multilateral arrangements, their cooperation for an effective, coordinated and secure implementation of AMHS as a prerequisite for the deployment of the ground segment of the aeronautical telecommunication network (ATN) and to this end;**

    b) **Conclude technical agreements detailing the processes and procedures for interconnection between AMHS systems; and**

    c) **Plan and conduct with industry by August 2022, the necessary training for the deployment and secure operation of AMHS in the AFI region and report to the APIRG subsidiary bodies for assessment.**

**3.3.**      **AFI Air Navigation Deficiencies**

    3.3.1. South Africa presented a paper highlighting the challenges experienced with the operationalization of the AFI Air Navigation Deficiency Database. The Paper further raised concerns regarding the inaccessibility to the system, the lack of training in the AANDD and the USOAP Audit Protocol Questionnaire.

    3.3.2. The Secretariat informed the meeting on the progress made in the operationalization of the AFI Air Navigation Deficiencies Database (AANDD). In the framework of the improvement of the database, the ICAO Regional Offices undertook to modernize the overall system, aiming to make it more user friendly and to fit the operational needs. In this regard, a new version of the system has been designed and its development was recently finalized. This new version is more interactive and offers more functionalities such as submission of evidences, corrective action plans. The workshop for States/Organizations is planned from 23 to 24 November 2021. The invitation letters have been issued accordingly. Meanwhile, an overall review of the list of Minimum reporting areas has been completed. The meeting took note of the achievements and agreed on the following:

*APIRG 24 Decision 24/ 39:*        *Endorsement of the revised list of ANS Minimum Reporting Areas*

**That, in order to support the implementation of the Uniform Methodology for the identification, assessment and reporting of deficiencies,**

    a) **the revised list of Minimum Reporting Areas contained in Appendix 3O is endorsed; and**

    b) **States requiring assistance in the use of the AANDD, may approach the ICAO Regional Offices for guidance and support.**

**AGENDA ITEM 3:          AFI AIRSPACE MONITORING**

3.3.3.  The meeting received an update on the level of implementation of APIRG/23 Conclusions and Decisions related to the AFI airspace monitoring and reporting. The meeting noted with apprehension that despite the continued appeal, the response to State Letters remains low. This results in limited data received by the African Regional Monitoring Agency (ARMA) for the inclusion in the calculations for the Collision Risk Assessment (CRA).

3.3.4.  On the other hand, the meeting noted with satisfaction the improved CRA as indicated in **Table 1**. (CRA/14 recorded the best level in nine years):

*Table 1: comparison between CRA 13 and CRA 14, highlighting the risk Estimation and Target Level of Safety (TLS)*

| AFI Airspace – estimated annual flying hours = 552 756 hours *(note: estimated hours based on the 2019 traffic sample data)* | | | |
|---|---|---|---|
| **Source of Risk** | **Risk Estimation** | **TLS** | **Remarks** |
| *RMACG 13 Total Risk (PREVIOUS CRA)* | $75.4 \times 10^{-9}$ | $5.0 \times 10^{-9}$ | *Above TLS* |
| Technical Risk | $7.74 \times 10^{-10}$ | $2.5 \times 10^{-9}$ | Below Technical TLS |
| Operational Risk | $10.2 \times 10^{-9}$ | - | - |
| Total Risk | $\mathbf{10.9 \times 10^{-9}}$ | $5.0 \times 10^{-9}$ | **Above TLS** |

*Table 2 represents a nine-year Collision Risk Assessments report for the Region from 2010 to 2019*

| CRA | | TOTAL VERTICAL TLS EXCEEDED BY A FACTOR OF |
|---|---|---|
| CRA 14 2019 | | 3.3 |
| CRA 13 2018 | | 15.0 |
| CRA 12 2017 | | 11.7 |
| CRA 11 2016 | | 7.3 |
| CRA 10 2015 | | 28.2 |
| CRA 9 2014 | | 12.7 |
| CRA 8 2013 | | 6.3 |
| CRA 7 2012 | | 1.6 |
| CRA 6 2011 | | 4.7 |
| CRA 5 2010 | | 6.6 |
| POSC CRA (2008-2009) | | 6.2 |

*Table 2: 9 year Annual AFI CRA report indicating TLS*

3.3.5. The meeting urged the Central African Republic, Chad, Djibouti, Eritrea, Malawi, Niger and Togo to forward nominations of Focal Points for Reduced Vertical Separation Minima (RVSM) related requirements such as RVSM Approvals for State registered airframes and Height Monitoring Plans.

3.3.6. The meeting noted that reports on Large Height Deviation (LHD) have reduced in general in the AFI Region except for the region around the red sea intersecting with the MID Region. The meeting therefore urged the concerned States (Ethiopia, Eritrea, Somalia and Djibouti) to participate in the high-level meeting, to be convened by ICAO in the first quarter of 2022, with the aim to find a lasting solution to the coordination failures.

3.3.7. The meeting also noted that a majority of States when sending in RVSM Traffic Flow data only use ARMA F4 and exclude F1, F2 and F3 and urged the States to make use of all the Forms as necessary.

3.3.8. The meeting noted that the Strategic Lateral Offset Procedure (SLOP) has a 38.19% reduction on the rate of collisions due to the loss of planned longitudinal and vertical separation. It acts as a safety net in both the RVSM and Performance Based Communication and Surveillance (PBCS) airspace when either vertical or longitudinal separation has been lost. The Flight Information Regions (FIRs) of Addis Ababa, Asmara, Cape Town, Gaborone, Lilongwe, Nairobi and Windhoek were then encouraged to implement SLOP as soon as possible irrespective of their surveillance status and preferably by 30 June 2022.

3.3.9. The meeting endorsed ARMA's request for the establishment of a webpage within the ICAO website for the publication of essential information from ARMA including on RVSM and PBCS.

3.3.10. The meeting recommended that ARMA in coordination with ICAO Regional Offices conduct an RVSM data collection awareness workshop by February 2022.

3.3.11. On PBCS related matters, the meeting noted that States have commenced to use the new F2 and F3 RVSM/PBCS Forms and specially applauded Ethiopia which had started to issue PBCS (RCP/RSP) Approvals to their State registered operators.

3.3.12. In order to improve safety in the AFI RVSM airspace and reduce the numbers on the CRA, the meeting formulated the following Conclusion and Decision;

*APIRG/24 Conclusion 24/ 40:*  *Attainment of the AFI RVSM Airspace Target Level of Safety*

**That, in order to realize the discounts in the calculation of the Target Level of Safety and improve the CRA:**

  a) **All 27 FIRs are argued to submit the 2021 RVSM Safety Data F1, F2, F3, F4 Forms by 25 February 2022 as per ICAO provisions;**

b) **All 48 AFI States to nominate focal points for RVSM and update ARMA using F1 form by 31 Dec 2022;**

c) **States are encouraged to start issuing PBCS (RCP/RSP) Approvals for their State registered Intercontinental Operators; and**

d) **Ethiopia, Eritrea, South Africa, Botswana, Malawi, Kenya and Namibia are urged to implement SLOP as soon as possible irrespective of their surveillance status.**

*APIRG/24 Decision 24/ 41:        Establishment of an ARMA Publication website*

**That, in order to improve access to ARMA information, ICAO to establish a webpage link with the ARMA website to enable Stakeholders to have easy access to the RVSM and PBCS information.**

**AGENDA ITEM 4:        OTHER AIR NAVIGATION INITIATIVES**

**4.        INDUSTRY INITIATIVES AND OTHER AIR NAVIGATION MATTERS**

**Fly Net Zero by 2050-ATM (IATA) and the Carbon footprint assessment conducted as part of the implementation of CNS / ATM projects (ASECNA)**

4.1.    IATA presented to the meeting its member airlines' Resolution to support net-zero carbon emissions by 2050. This was agreed at their 77th Annual General Meeting held in Boston, USA, on the 4th of October 2021.

4.2.    This Resolution brings air transport in line with the objectives of the Paris Agreement- to limit global warming by 1.5°C. It noted the current projections that estimated that demand for air passenger journeys in 2050 will exceed by 10 billion, and the resulting expected 2021-2050 carbon emissions on a 'business as usual' trajectory was projected to be 21.2 Gigatonnes of $CO_2$. Mitigating carbon emissions will be an enormous technological challenge. The success will require the coordinated efforts of the entire industry including airlines, airports, air navigation service providers, manufacturers, coupled with significant government support.

4.3.    The meeting was informed that this Net Zero Carbon Emissions goal could be achieved through the use of Sustainable Aviation Fuel (65%), investment in new aircraft technology (13%), continued improvement in infrastructure and ATM operational efficiency (3%) and usage of approved carbon offsets (19%).

4.4.    ASECNA also presented a paper on the results of an environmental impact study that was conducted within the framework of the implementation of CNS/ATM projects. It explained the methodologies and the results obtained by ASECNA as part of their A-SBAS programme, for which a net reduction of at least 140,000 tonnes of $CO_2$ emissions per year on average will be expected over the period 2025-2045. The study further indicated that the implementation of the concept of "Direct Routing" in the Brazzaville FIR was thanks to the space-based ADS-B surveillance capability which enables airlines to achieve significant flight time savings and subsequent $CO_2$ emissions reduction.

4.5.     ASECNA encouraged ANSPs, airport operators as well as all the other actors concerned in the implementation of CNS/ATM projects, to consider the A-SBAS programme as it has the added benefit of fuel reduction and $CO_2$ emissions.

4.6.     Noting that the presentations from IATA and ASECNA on $CO_2$ emissions matters concern ICAO's Strategic Objective 5, (*Environmental Protection*) the meeting formulated the following Decision:

*APIRG/24 Decision 24/ 42:*          *Carbon emissions assessment, measurement and monitoring*

**That, in order to ensure a coordinated process for the assessment, development and collection of Carbon Emissions data:**

**The proposals by IATA's on 'ATM and infrastructure operational efficiencies quantification challenges' and by ASECNA on the 'Carbon footprint assessment as part of the implementation of CNS/ATM projects', are to be submitted to ICAO's Committee on Aviation Environmental Protection (CAEP) for consideration.**

**Mombasa ATFM Roadmap**

4.7.     The meeting noted and supported the status of implementation of the CANSO MOMBASA ATFM Roadmap for the provision of and ensuring seamless operations in Africa. The meeting endorsed the CANSO Mombasa ATFM Roadmap as a guidance document for the implementation of ATFM procedures in the AFI Region. Noting the benefits achieved by States and ANSPs, which are already part of the program, the meeting encouraged others to embrace the initiative, and formulated the following Conclusion:

*APIRG/24 Conclusion 24/ 43:*          *CANSO MOMBASA ATFM Roadmap*

**That, in order to foster a harmonized approach in ensuring seamless operations in Africa, States, ANSPs and Industry Stakeholders who are not yet part of the program are encouraged to embrace the initiative and endeavor to participate in it.**

**ATM Cybersecurity**

4.8.     Under this agenda item ASECNA submitted to the meeting for discussion a paper on the issues of cyber security and resilience of the ATM system. It was noted that at the same time that bilateral connections under TCP/IP protocol are now a necessity, in order to establish AMHS connections, to share surveillance data and to deploy SWIM, the impact of a Cyber-attack can spread to an increasing number of interconnected systems. In this context, cyber security issues are increasingly becoming collective issues, as it is a shared responsibility, hence the need for a harmonized cyber strategy in the AFI region for CNS/ATM.

4.9.     The meeting noted the initiatives undertaken by ASECNA and the progress made by the IIM COM5 Project, and agreed on the necessity to strengthen the cooperation between States and industry (service providers and CNS/ATM systems), in order to deal with cybersecurity issues relating to common procedures for identifying threats,

training, system performance evaluation, risks, IT security analyzes, audits and control, intrusion testing exercises, etc ... The following conclusion was formulated:

*APIRG/24 Conclusion 24/ 44:      Cyber security and resilience of CNS/ATM systems*

**That, in order to address cybersecurity issues:**

   a) **States/Organizations are encouraged to promote cyber security culture and resilience of CNS/ATM systems in all parts of the civil aviation industry through the development of cyber security policies supported by a national plan;**
   b) **Service providers (airlines, airport operators  ANSPs etc.) develop plans to implement the above national policy and collaborate with industry to address cyber security issues; and**
   c) **IIM's COM5 Project, with the support of the Secretariat and the industry, to identify and conduct trainings as required.**

**Remotely Piloted Aircraft Systems (RPAS)**

4.10.    The meeting noted and supported the work done by CANSO Africa in seeking to ensure that African ANSPs understand the impact of the introduction of new entrants in the industry especially in the implementation of RPAS in the African Region.

**FRM and Safety Culture**

4.11.    The work done by CANSO members in ensuring that ANSPs in Africa implement safety initiatives, which are in line with RASG and APIRG decisions was acknowledged.

**AFI Communication Strategy**

4.12.    An update was provided on the development of the Africa and Far East Indian Ocean (AFI) communication strategy which is under the IIM SG's Communication Project 3 led by South Africa. The meeting noted the objectives and importance of the AFI communication strategy, which is to act as a link between the GANP for ATM/CNS Systems (Doc. 9750) and the AFI Air Navigation Plan. Additionally, it provides a harmonized and integrated common framework within the AFI region which will allow a cost-effective, user-centric evolution of communication systems. The meeting was requested to urge States to respond to the Questionnaire by the Communication Project 3, which will assist in better understanding the current AFI operating environment.

**Surveillance in South Africa**

4.13.    The meeting was updated on the status of the surveillance activities taking place in South Africa. Noting the enhancements brought about by surveillance coverage with WAM and ADS-B as well as the development of the South African national surveillance strategy, AFI States were urged to deploy the latest Surveillance systems and share information regarding surveillance developments to ensure full surveillance coverage within the AFI Region.

### 4.2. Regional and Interregional Activities

**Flight validation of instrument flight procedures (IFP)**

4.14. Under this agenda item, ASECNA presented to the meeting its systems, deployed for the validation of in-flight Instrument Flight Procedures (IFP). As such, a training program for pilots and onboard engineers was developed and delivered with the support of AFPP and industry in the United States and Germany, as well as a new calibration aircraft acquired with suitable software for the activity. The example of the processing and lifting of a SSC identified during an ICVM, related to the in-flight validation of the instrument flight procedures at Félix Houphouët Boigny airport in Côte d'Ivoire, was cited to prove the relevancy of the system.

4.15. The meeting positively appreciated this major achievement in the flight validation capacity of instrument flight procedures and encouraged States to take advantage of the in-flight validation programs of ASECNA, who renewed its availability to support the region.

**Lessons learned from the implementation of contingency plans in ASECNA**

4.16. ASECNA briefed the meeting on the lessons learnt from the implementation of the national contingency plans. The meeting noted the equipment by ASECNA, of all the Centers likely to ensure contingency, with a dedicated working station equipped with ADS/B space base, air/ground communication means by Controller Pilot Datalink Communications (CPDLC) and HF and finally ATS/DS links for the needs of ground/ground coordination with all the adjacent Centers.

4.17. The meeting noted that following the activation of the Ndjamena contingency plan in April 2021, the following major facts were noted:
   - 80% of the aircraft that flew over the Ndjamena FIR were equipped with ADS/B and benefited from the surveillance service;
   - Due to the lack of HF coverage in some areas, some aircraft were unable to make radio contact via HF and flew over the airspace without communicating to ATS despite the available CPDLC service;
   - Some aircraft using the IATA IFBP in the AFI region operated on unauthorized routes and unassigned flight levels with the contingency plan. In all ASECNA Centers, CPDLC is implemented as the main means of communication as a backup to VHF and HF.

4.18. The meeting noted the feedback from ASECNA and encouraged States and ANSPs to engage in the practice of surveillance data exchange between adjacent ATS centers to improve the management of contingency plans. It also encouraged airlines to use CPDLC for air/ground communications when available to obtain clearances and other useful information for their flight from ATC.

4.19. The meeting appreciated ASECNA for the prompt action taken to coordinate and communicate with the AFI ATM Contingency Coordination Team (CCT) during the activation of contingency plans in 2021 and encouraged other States and ANSPs to emulate the same.

**Overflight (OVFC) Permission Processing Fees and Charges**

4.20.   The meeting noted with concern that States continue to charge administrative fees for the processing of Overflight (OVFC) Permissions, with some States even making it mandatory for the engagement of 3rd party agents for the processing.  It was highlighted that these fees have been implemented without any regulation, consultation, or due process, some airlines have been forced to circumvent certain FIRs due to these charges thereby increasing fuel burn, flight time, and $CO_2$ emissions to the detriment of the environment.

4.21.   It was further noted that the OVFC fees are being implemented contrary to Article 15 of the Chicago Convention and the ICAO Standard and Recommended Practices (SARPs) on the charges principle. Recognizing that the lack of or weak Regulatory Frameworks on Economic Regulation in the Region has compounded the proliferation of OVFC charges/fees, the meeting formulated the following Conclusion:

*APIRG/24 Conclusion 24/45:*               *Overflight (OVFC) Permission Fees and Charges*

**That, in order to improve compliance with Article 15 of the Chicago Convention:**

  a) **States are encouraged to implement ICAO User Charges principles and policies concerning air navigation services charges, airport charges, taxation, and fuel fees, and address the issue of charging administration fees for Overflight (OVFC) permission applications and institution of 3rd party agents, to avoid duplication of charges for operators; and**
  b) **States are encouraged to establish independent, effective, and transparent economic regulatory frameworks with a fully autonomous and independent regulator, to carry out effective economic regulation of the aviation industry.**

**Overflight (OVFC) Permission Processes**

4.22.   The meeting recalled the APIRG Conclusion 23/09 that urged States to review authorization procedures for OVFC permissions to allow for speedy approvals, publish simplified & standardized processes through automation to support 'File n Fly' and to include a clause on OVFC permissions in BASA to preclude the need for OVFC requests.

4.23.   The meeting noted the importance of implementing online platforms in consultation with key stakeholders, especially the airlines and/or their representatives. This acknowledging that online systems must have provisions for submission of e-documents (e.g., word or excel etc.) and traceability of progress as the minimum requirement from airlines, led to the formulation of the following Conclusion:

*APIRG/24 Conclusion 24/ 46:*               *Overflight (OVFC) Permission Processes*

**That, in order to simplify and harmonize the processes of obtaining overflight clearance across the AFI Region:**

  a) **States are urged to implement processes for contingency OVFC permission in case of Contingency Plan to avoid disruptions of airline's network schedules;**

    **b) States that are signatory to International Air Service Transit Agreement (IASTA) are urged to implement 'File n Fly' concept;**

    **c) States that are not signatory to IASTA to implement a 'Standardized and Simplified' process; and**

    **d) States that decide to implement online portal to facilitate OVFC permission process, to do so in consultation with the users; Airlines, IATA, AFRAA and other airlines representatives in a collaborative decision making (CDM) process.**

**Research, Development and Innovation (RDI)**

4.24. South Africa presented a Paper on its ongoing RDI innovations which recalled the ICAO 40th Assembly Session - Resolution 26/2 (Doc 10136, A40-EX), urging all Member States that have experience in facilitating the introduction of innovation in civil aviation, and that have evolved their regulatory methods to better evaluate and assess the application of such innovations and to share their experience with other States through ICAO. The meeting noted that innovative and creative thinking are essential for solving various problems that the industry might come across either currently or in the future; as well as assisting organizations to be agile and efficient in their daily operations. Hence, as an effort for organizing, structuring and managing innovative solutions, RDI is a crucial requirement within the AFI Region.

4.25. The opportunities of digital technologies like Artificial Intelligence (AI); Remote Services – Digital Towers; Service Oriented Architecture (SOA), Software as a Service (SaaS), Infrastructure as a service (IaaS) or Platform as a service (PaaS); Augmented Reality (AR)/Virtual Reality (VR) and others; have the potential to accelerate the ATM enhancement goals of improving efficiency, safety and reliability of service. These goals can be achieved through the collaboration of researchers, academia, industry, regulators and other stakeholders within the AFI Region.

4.26. The meeting was provided with the details of the South African Air Traffic Navigation Services (ATNS) research project which initiated the development of the AI-based application for ATM and is currently in the process of deploying the Remote ATS (RATS) - Digital Towers. The application will make use of the Computer Vision as the enabling technology for part of the Visual Surveillance System responsible for identifying objects captured from the high-resolution tower cameras and sensors situated in and around an aerodrome.

4.27. The presentation indicated that, although the trend is to reduce expenditure in RDI, there are new products that can be developed in-house or in collaboration with other industry partners. Noting the current development in South Africa the meeting was urged to promote RDI in the AFI Region in order to remain promote further studies.

**Development of the "SBAS for Africa & Indian Ocean" (A-SBAS)**

4.28. The meeting took note of the presentation of ASECNA on the progress made in implementing the Satellite Augmentation System for Africa & Indian Ocean" (A-SBAS). The meeting was informed that the Joint User Requirements Group (JURG), a discussion platform established under the auspices of IATA and A4E, issued a note on SBAS in June 2021, in which airlines adopted a position of support for the deployment

of SBAS services globally, and particularly in Africa, as a key catalyst for PBN, without additional air navigation charges.

4.29.    The note informed the meeting on the evolution of the program in three phases as well as the technical details of the system deployed and tested in pre-operational service with field test on flight demonstrations carried out on 27 January 2021 at the Lomé-Tokoin International Airport (DXXX, Togo) using ASECNA ATR42-300.

4.30.    It was also recalled that following outcomes of the APIRG/23 meeting on the effective implementation of APIRG Conclusion 22/39, a regional workshop on SBAS organized by AFCAC and the Secretariat, was held from 4 to 5 March 2021. This workshop, which brought together all the stakeholders interested in the issue, formulated 12 recommendations, including the organization of seminars and workshops on SBAS specific topics.

4.31.    AFCAC informed the meeting on the effective start of the Cost/Benefit Analysis Study for the implementation of SBAS in Africa. It was noted the effective collaboration of the parties concerned in providing the consultant with the necessary data for the conduct of the study. It was recalled that a validation workshop will be organized at the end of the study and States were encouraged to participate in this workshop. The following conclusion was formulated:

*APIRG/24 Conclusion 24/ 47:*                 *Participation in the next validation workshop of the Cost/Benefit analysis for the implementation of SBAS in Africa*

**That, in order to validate the AUC/AFCAC Cost/Benefit analysis on the implementation of SBAS in Africa, States and Organizations are urged to participate in the validation workshop of the study outcome for the implementation of SBAS in Africa.**

**The 6<sup>th</sup> Edition of the GANP**

4.32.    The meeting was updated on the changes introduced through the 6<sup>th</sup> Edition of the GANP and the impact it has on the AFI Region in terms of National and Regional Plans, ASBU Reporting and Referencing as well as current AAO and IIM Projects.

4.33.    The meeting noted that the sixth Edition of the GANP introduced a new concept of the BBBs framework identifying essential services required to be provided by States in accordance with the ICAO SARPS. The GANP has also discontinued some ASBU threads (ASEP, CCO, CDO and RPAS) and has introduced new threads (COMI, COMS, CSEP, GADS and NAVS and with DATM amended to DAIM). The meeting noted that these changes need to be aligned with the provisions of the APIRG/22 Conclusion 22/30.

4.34.    Furthermore, the meeting recalled that the AAO-SG and the IIM-SG had discussed the need for States' National ASBU plans to be aligned with the 6<sup>th</sup> edition of the GANP and the plans for workshops and/or seminars to be conducted to sensitize States on the proposed actions to be undertaken. The meeting agreed on the following Conclusion and Decision :

*APIRG/24 Conclusion 24/ 48:*          *Review of State National ASBU Plans*

**That, in order to in order to ensure that State National ASBU plans are aligned with the 6th Edition of the GANP:**

  a) **States to review and conduct a gap analysis between their National ASBU Plans and the sixth Edition GANP and amend their National Plans accordingly by 30 June 2022; and**
  b) **States to ensure that the reporting of ASBU Implementation status is aligned to the sixth Edition GANP by 30 June 2022.**

*APIRG/24 Decision 24/ 49:*          *Review of the AAO-SG and IIM-SG Projects' ASBU references in relation to the 6th Edition of the GANP*

**That, in order to ensure alignment of ASBU Project references:**

**The AAO and IIM PTCs review current project references and align them to the 6th Edition of the GANP Groups, Threads and Elements by 30 June 2022**.

**AGENDA ITEM 5:          APIRG ANNUAL AIR NAVIGATION REPORT**

5.1.    The meeting was updated on the development of the AFI Air Navigation Report (ANR). The meeting noted the challenges experienced by the AFI Air Navigation Reporting Team (AANRT) during the past years in trying to gather enough data and information to develop the ANR. Recognizing the work done by the AFI Air Safety Reporting Team in the past, the meeting recommended that the AANRT refers to the activities from this team and develop similar methodologies to improve data collection.

5.2.    The meeting also noted that there are a number of common areas between the APIRG and RASG-AFI that could be reported together and therefore the two groups were encouraged to develop methodologies for consolidated coordination and reporting. The meeting therefore formulated the following Conclusion:

*APIRG/24 Conclusion 24/ 50:*          *Publication of the Annual AFI Air Navigation Report*

**That, in order to promote the expeditious publication of the Annual AFI Air Navigation Report by the AFI Air Navigation Reporting Team (AANRT):**

  a) **States and Organizations are encouraged to support the work of the AANRT by providing to the secretariat, information on the implementation of the Air Navigation related activities and resources to support the publication of the report; and**
  b) **States and Organizations are encouraged to nominate Focal Points to coordinate with the AANRT.**

**AGENDA ITEM 6:**          **REVIEW AND UPDATE OF THE HANDBOOK AND FUTURE WORK PROGRAMME OF APIRG AND ITS AUXILIARY BODIES**

**6.**          **Review and update of the Handbook**

6.1.       The meeting reviewed and updated the APIRG Procedural Handbook, in particular the Terms of Reference of the APCC regarding the extension of its membership to the industry and formulated the following Decision:

*APIRG/24 Decision 24/ 51:*        *Terms of Reference of the APCC in the APIRG Procedural Handbook*

**That, in order to extend the membership of the APCC to the industry, represented by IATA in its current composition, the updated Terms of Reference of the APCC in the Procedural Handbook is endorsed.**

**Future Work Programme of the APIRG and its Auxiliary Bodies**

6.2.       Under this agenda item the Secretariat presented the draft future work program of APIRG and its subsidiary bodies, which has been approved by the meeting. The following Decision was formulated:

*APIRG/24 Decision 24/ 52:*        *Review and endorsement of the APIRG Work Programme for 2021-2022*

**That, the Group endorsed the Work Programme and activities for 2021-2022 of APIRG and its Subsidiary Bodies as provided in Appendix 3P to this Report.**

**AGENDA ITEM 7:**          **ANY OTHER BUSINESS**

7.1.       There was no business discussed under this Agenda item.

# PART IV:

# SEVENTH MEETING OF THE REGIONAL AVIATION SAFETY GROUP FOR AFI REGION (RASG-AFI/7)

**AGENDA ITEM 1:**          **ADOPTION OF THE AGENDA AND WORK PROGRAMME AND ELECTION OF THE BUREAU**

1.1.     The Meeting adopted its Agenda and Work Programme as indicated in **Appendix 4A** to this report. The list of participants for the RASG-AFI/7 Meeting is presented in **Appendix 4B** to this Report.

1.2.     The Chairperson of RASG-AFI, Captain Gilbert Kibe, presided over deliberations of this agenda item. Considering the fact that the tenure of office of the current RASG-AFI Bureau would elapse in November 2021, the meeting elected members of the new Bureau (comprising the Chairperson and three Vice-Chairpersons), who will steer the affairs of the Group until the end of their tenure in 2023. The meeting recognized the achievements of the Group and thanked the outgoing members of the Bureau for the quality of leadership demonstrated during their tenure. The meeting formulated the following Decision:

*RASG-AFI/7 Decision 7/01: Election of the Chairperson, the First Vice-chairperson, the Second Vice-chairperson and the Third Vice-chairperson of RASG-AFI*

**That, in order to guide the activities of the RASG AFI, the following were elected as to the various position of the Group as follows:**

| | |
|---|---|
| **Mr. Latta Dokisime Gnama,** | **Chairperson,** |
| **Director General CAA Togo,** | |
| **Mr. Silas Udahemuka,** | **First Vice-Chairperson** |
| **Director General CAA Rwanda** | |
| **Mr. Iswarduth Pokhun,** | **Second Vice-Chairperson** |
| **Director General CAA Mauritius** | |
| **Mr. Kavai Blessing, (IATA)** | **Third Vice-Chairperson** |

**AGENDA ITEM 2:**        **REVIEW OF THE OUTCOMES OF RASC/6 AND RASC/7 MEETINGS, AND STATUS OF IMPLEMENTATION OF RASG-AFI/6 CONCLUSIONS AND DECISIONS**

2.1     The meeting expressed concern over the need for RASG-AFI to provide to AFCAC data on States that have established training policies, training programmes and training plans, so that the Human Resources Development Fund (HRDF) could be utilised effectively in enhancing human resource capacity within the Region. In this regard, the meeting formulated the following Conclusion and Decision:

*RASG-AFI/7 Conclusion 7/02:*       *Review of the Terms of Reference (ToRs) of the Human Resources Development Fund (HRDF).*

**That, in order to effectively utilize the Human Resources Development Fund (HRDF) for enhancing human resource capacity in the region, the African Civil Aviation Commission**

**(AFCAC) to conclude the review of the terms of reference of the HRDF and share the outcome with all stakeholders by 31 December 2021.**

*RASG-AFI/7 Decision 7/03:*        *Provision of data on States that have established training policies, training programmes and training plans.*

**That, in order to effectively utilize the Human Resources Development Fund (HRDF) to enhance capacity building within the region, RASG-AFI SSTs are urged to review and provide to AFCAC data on States that have established training policies, training programmes and training plans; and provide assistance to those that are yet to establish same.**

2.2      The meeting noted that there is only one outstanding Significant Safety Concern (SSC) in the RASG-AFI Region in Eritrea. This SSC was identified in 2010 in the area of Aircraft Operations, specifically pertaining to the certification of air operators. It is amongst the longest outstanding seven SSCs worldwide. The continued existence of this SSC is contrary to the Abuja Safety Targets and the objective of the SSC project which was established to assist expeditious action by States. Part of the significant challenges affecting the efforts to resolve or mitigate the SSC was the unwillingness, reluctance or refusal by the State to solicit or accept assistance from the identified stakeholders. In recognition of these challenges, the meeting formulated the following Conclusion:

*RASG-AFI/7 Conclusion 7/04*:     *Resolution of the Significant Safety Concern (SSC) in Eritrea*

**That, in order to resolve the outstanding SSC in Eritrea by 30 June 2022,**

    a)  **The ICAO ESAF Office is urged to work with Eritrea to resolve the existing SSC through mitigation measures by suspending or revoking AOC issued to any Air Operator in the State;**
    b)  **ICAO and partners are urged to support the appropriation of funding from either SAFE, AFI Plan, or other financial partners for the efficient implementation of the AFI Plan projects, particularly the resolution of the SSC or prevention of new ones; and**
    c)  **The State of Eritrea is urged to solicit or accept assistance to enhance the efforts to resolve the existing SSC and any other identified safety issues; and to stimulate a positive safety culture, including the sharing and exchange of safety data and information, especially through the USOAP CMA OLF and State Letters, as well as with AFCAC.**

2.3      The Terms of Reference (ToRs) of the current RASG-AFI Contributory Bodies (Safety Support Teams, (SSTs))[3] were amended to better align their functions to the current Global Aviation Safety Plan (GASP) goals and targets (*2020-2022 Edition of the GASP*).

---

[3] Significant Safety Concerns (SSCs), Fundamentals of Safety Oversight (FSO), Aircraft Accident and Incident Investigation (AIG) and Emerging Safety Issues (ESI)

2.4     The SSTs will operate in coordination with and under the guidance of the RASG-AFI Steering Committee (RASC) to undertake tasks through mitigation strategies of the Regional Aviation Safety Plan (AFI – RASP), based on gathering and processing safety data and information. These mitigation strategies focus on the GASP, corresponding Safety Enhancement Initiatives (SEIs) and the associated Global Aviation Safety Roadmap (GASR), which assist achievement of GASP goals in a structured format for all stakeholders.

2.5     The restructuring includes four Safety Support (Teams) SSTs as follows:
- State Safety Oversight System – Safety Support Team (SSO-SST).
- Operational Safety Issues – Safety Support Team (OSI-SST).
- State Safety Programme – Safety Support Team (SSP – SST).
- Air Navigation Services - Safety Support Team (ANS – SST).

2.6     In line with this re-structuring, the meeting formulated the following Decision and Conclusion:

*RASG-AFI/7 Decision 7/05:*          *Restructuring of the RASG-AFI Contributory Bodies (SSTs)*

**That, in order to better align the functions of RASG –AFI SSTs to the Global Aviation Safety Plan Goals and Targets (2020-2022 Edition of the GASP), thereby facilitating performance measurement with respect to implementation of the Plan Goals:**

**a) the proposed restructuring of SSTs and the associated Terms of Reference, as presented in Appendix 4C is approved;**
**b) the Secretariat to conclude the establishment and assignment of tasks for the development and subsequent implementation of the AFI Regional Aviation Safety Plan (AFI-RASP); involving States, industry and other stakeholders; and**
**c) The RASG-AFI Procedural Handbook to be revised to reflect the restructuring accordingly.**

*RASG-AFI/7 Conclusion 7/06:*          *Restructuring of the RASG-AFI Contributory Bodies (SSTs)*

**That, in order to align the functions of RASG-AFI SSTs to the Global Aviation Safety Plan Goals and Targets (2020-2022 Edition of the GASP), thereby facilitating performance measurement with respect to implementation of the Plan Goals, Stakeholders (States, AFCAC, RSOOs, Airlines, Airports operators, ANSPs, …) to actively participate in the functions and activities of the SSTs, especially in terms of providing required resources.**

2.7     In order to ensure consistency between the GASP and the Abuja Safety Targets, the meeting formulated the following Conclusion:

*RASG-AFI/7 Conclusion 7/07:*          *Revision of the Abuja Safety Targets*

**That, in order to ensure consistency between the GASP and the Abuja Safety Targets, AFCAC, in collaboration with ICAO and other key stakeholders, to revise the Abuja**

**Safety Targets by 31 March 2022 and ensure their harmony with the goals, targets and indicators specified in the current edition of the Global Aviation Safety Plan (GASP).**

2.8 The meeting noted the status and challenges related to the implementation of Abuja Safety Targets and reporting of progress. In addition, the plans by AFCAC to promote and adopt the use of automated data collection tools for monitoring Safety and Air Navigation Service targets were noted and this resulted in the formulation of the following Conclusion:

*RASG-AFI/7 Conclusion 7/08:*        *Establishment of a Performance Dashboard*

**That, in order to enhance the reporting of the status of the implementation of the Abuja Safety and Air Navigation Targets, AFCAC to establish a Performance Dashboard for reporting and monitoring by 30 June 2022.**

2.9 The meeting in underscoring the importance of developing mechanisms for the conduct of remote oversight, noted the slow progress made by States in this endeavor. The meeting therefore, urged States to establish a consistent, structured, reliable and timely regulated entities evaluation mechanism for the successful implementation of effective remote oversight. The following Conclusion was formulated:

*RASG-AFI/7 Conclusion 7/09:*        *Development of remote safety oversight mechanism*

**That, in order to explore alternative methods to ensure continuous compliance with regulatory requirements:**

    a) **States to establish a formal mechanism for the conduct of effective and efficient remote safety oversight activities and consequently, amend their Inspector's Handbooks to include related procedures and processes;**
    b) **States to ensure that appropriate training is provided to relevant CAA and industry personnel involved in remote safety oversight activities; and**
    c) **States to seek assistance/guidance from the Regional Safety Oversight Organizations (RSOOs), other States and Organizations, in this endeavor.**

**AGENDA ITEM 3:**        **REPORTS ON RASG-AFI ACTIVITIES**

3.1. The Secretariat presented updates on the status of implementation of the activities of the RASG-AFI programmes and projects supported by the AFI Plan and other assistance partners.

3.2. The RASG-AFI implements its activities mainly through its contributory bodies, specifically by the currently established four SSTs. These are:

    a) Fundamentals of Safety Oversight (FSO);
    b) Significant Safety Concerns (SSC);
    c) Emerging Safety Issues (ESI); and
    d) Aircraft Accident Investigation (AIG).

3.3.     The meeting was informed that the primary purpose is to respond to the immediate safety challenges facing the RASG-AFI Region by facilitating and providing support in the development, prioritization and implementation of safety enhancement initiatives.

3.4.     In order to maximize synergy while avoiding duplication of efforts, the SSTs' efforts are leveraged, supplemented and complemented by assistance programmes that are established and implemented by other diverse stakeholders, including ICAO Regional Office Support Teams (ROST), AFI Plan, AFCAC AFI Cooperative Inspectorate Scheme (AFI-CIS), Regional Economic Communities (RECs), RSOOs, States and Industry partners.

3.5.     The meeting recalled that prior to the advent of the COVID-19 pandemic in March 2020, ICAO and other partners provided assistance mainly by conducting onsite missions to States. Subsequently, however, due to the pandemic related restrictions, assistance has since largely been through monitoring mechanisms and virtual activities.

3.6.     Moreover, monitoring and measurement of States' safety performance and achievement in the intervening period has been negatively impacted upon because of limited USOAP audits or validation activities during the period. Consequently, USOAP EI scores have not changed for the past approximately two years.

3.7.     Other notable challenges that impede progress by the SST projects include:
a)  Limited funding;
b)  Unwillingness , reluctance or refusal by some States to solicit or accept assistance;
c)  Lack of or limited sharing and exchange of safety data and information; and
d)  COVID-19 pandemic that has further aggravated the challenges.

3.8.  Noting the above deliberations, the meeting agreed upon the following Conclusion:

*RASG-AFI/7 Conclusion 7/10:*              *RASG-AFI Projects and Critical Activities*

**That, for the effective and efficient implementation of the RASG-AFI activities, projects and critical activities:**

a)  **States are encouraged to promote and enhance the sharing and exchange of safety data and information; and**
b)  **Partners are encouraged to maintain, and to the extent possible, increase support and assistance for the implementation of RASG-AFI projects and activities, with priority on the resolution of the SSC in Eritrea.**

**SST Fundamentals of Safety Oversight (FSO) and AFI Plan FSO Project**

3.9.     The goal of this SST and Project is to support select States with low levels of effective implementation (EI) of the critical elements (CEs) of a State Safety Oversight (SSO) system, as assessed under USOAP), to establish and implement an effective and sustainable SSO. Its emphasis and priority is to assist States develop and implement effective USOAP Corrective Action Plans (CAP) with emphasis on "Establishment CEs", namely:

CE-1 — Primary aviation legislation;
CE-2 — Specific operating regulations;
CE-3 — State system and functions;
CE-4 — Qualified technical personnel; and
CE-5 — Technical guidance, tools and provision of safety-critical information.

3.10. The meeting noted that currently, the average USOAP EI score for States in AFI Plan FSO Project 2020 is 30.1%. Evidently, consistent with the previous assessments, more efforts and resources are needed to assist States, especially those that have never been audited and those with EIs lower than 40%.

**SST Significant Safety Concerns (SSC)**

3.11. The goal of this SST is to support States with identified unresolved, potential or latent SSCs to implement corrective measures. Its emphasis and priority is to assist States develop and implement effective USOAP Corrective Action Plans (CAP) with emphasis on Protocol Questions (PQs) linked to the identified SSCs. This process also applies where there is evidence that potential or latent SSCs exist. This is most common with States with low EIs and high or complex aviation activities.

3.12. It was noted with concern that the outstanding SSC in the RASG-AFI Region is the SSC in Eritrea in the area of aircraft operations, specifically pertaining to the certification of air operators. This SSC, which was identified more than ten years ago in 2010, is not only the longest outstanding SSCs worldwide but is also contrary to the Abuja safety targets, which provide, inter alia, that an SSC should be resolved within six months from its identification.

3.13. On a positive note, the meeting noted that the SSC identified in Côte d'Ivoire in March 2020 in the area of air navigation services pertaining to the ground and flight validations of published instrument flight procedures was resolved in less than four months from identification.

**SST Emerging Safety Issues (ESI) Project**

3.14. The goal of this SST is to address operational risks. Its emphasis and priority is to support the implementation of safety enhancement initiatives to mitigate the risk of accidents or fatalities associated with high-risk categories of occurrences (HRCs) as outlined in the GASP. The HRCs selected are runway safety, loss of control in-flight (LOC-I), controlled flight into terrain, (CFIT) and Aeronautical Information management (AIM).

3.15. In this regard, the meeting was informed that the ICAO Regional Offices in coordination with Champion States and other assistance partners regularly conduct assistance activities, including symposia and workshops.

3.16. In the area of LOC-I, the meeting acknowledged that additional reporting Forms with detailed items in line with GASP organizational challenges and operational safety risks were submitted to States and stakeholders. The inaugurally established core group of experts is being consolidated and RASG-AFI LOC-I guidance material has been

updated. A good attendance level was reached for the last workshop held from 17 to 18 November 2020.

**SST Aircraft Accident and Incident Investigation (AIG).**

3.17.    The goal of this Project is to support States to enhance their capability to conduct investigations into circumstances of the accidents and incidents in compliance with ICAO Annex 13 — *Aircraft Accident and Incident Investigation*. Its emphasis and priority was initially to assist States develop and implement effective USOAP corrective action plans (CAP) with particular focus on "Establishment CEs", namely:

> CE-1 — Primary aviation legislation;
> CE-2 — Specific operating regulations;
> CE-3 — State system and functions;
> CE-4 — Qualified technical personnel; and
> CE-5 — Technical guidance, tools and provision of safety-critical information.

3.18.    The meeting noted that currently, the average USOAP EI score for States in SST-AIG is 28.9%. It was agreed that evidently, consistent with the previous assessments, more efforts and resources are needed to assist States, This includes embarking on "Implementation CEs", namely CE-8 — Resolution of safety issues.

**AFI Plan State Safety Programme (SSP) project**

3.19.    The goal of this project is to support select States with high levels EIs, 60% or higher, as assessed under USOAP, to establish and implement an effective SSP in compliance with ICAO Annex 19 — *Safety Management*. Its emphasis and priority was initially to assist States develop and implement effective USOAP corrective action plans (CAP) with emphasis on "Implementation CEs", namely:

> CE-6 — Licensing, certification, authorization and approval obligations;
> CE-7 — Surveillance obligations; and
> CE-8 — Resolution of safety issues.

3.20.    The Secretariat informed the meeting that subsequently, as processes and initiatives evolved, including USOAP and GASP, the emphasis and priority were extended to the SSP Foundation PQs. Currently, the average USOAP EI score for States in AFI Plan SSP Project 2 is 72.24%, the level of accomplishment of SSP Gap Analysis, implementation plans definition and implementation is limited, while the level of implementation of SSP Foundation PQs is reasonable, as shown in **Appendix 4D** to this Report.

3.21.    Evidently, consistent with the previous assessments, more efforts and resources are needed to assist States, especially those with EIs lower than 75%. The meeting recognized the need to ensure that the implementation of the AFI Plan SSP Project and the SSP Peer Review complement each other. The following Conclusion was formulated:

*RASG-AFI/7 Conclusion 7/11:*          *AFI Plan State Safety Programme (SSP) Project*

**That, to assist States establish, implement and maintain effective State Safety Programmes (SSPs), AFI Plan, in collaboration with ICAO, States and other relevant partners, including AFCAC, RSOOs, RAIOs, international organizations and Industry to provide assistance, including:**

     a) **promoting the effective implementation of the provisions contained in Annex 19 — *Safety Management*;**
     b) **supporting States to conduct SSP Gap Analysis and to define and implement SSP implementation plans; and**
     c) **supporting States to complete and update PQ self-assessment, including SSP-related PQs, and CAPs as appropriate, with special emphasis on SSP foundation PQs.**

**ICAO integrated Safety Trend Analysis and Reporting System (iSTARS)**

3.22. The meeting noted with concern that the ICAO integrated Safety Trend Analysis and Reporting System (iSTARS) applications, such as State Briefing and SSP Gap Analysis, show incorrect data and information. Nevertheless, the meeting acknowledged and appreciated that if properly maintained, iSTARS is a resourceful and valuable tool.

3.23. On the other hand, the meeting agreed that the provision of old and incorrect safety information to subscribers creates a serious safety risk at the global level and has a direct negative impact on stakeholders, including States and RASGs. The meeting then agreed on the following Conclusion:

*RASG-AFI/7 Conclusion 7/12:*          *ICAO integrated Safety Trend Analysis and Reporting System (iSTARS)*

**That, to provide States with reliable safety data and information, ICAO should update and validate the information and tools on the iSTARS applications.**

**Aerodrome Certification**

3.24. The goal of this Project is to support States enhance capability to certify aerodromes in compliance with Annex 14 — *Aerodromes*. Its emphasis and priority was initially to support select States to certify at least one international aerodrome and build capacity to certify the rest. The meeting applauded the assistance provided under the Project which resulted in the certification of fourteen (14) international aerodromes in thirteen (13) States.

3.25. The meeting noted that currently, 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. The following Conclusion was formulated:

***RASG-AFI/7 Conclusion 7/13:***          ***Certification of International Aerodromes***

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

**AGENDA ITEM 4:**          **ICAO "NO COUNTRY LEFT BEHIND (NCLB)" INITIATIVE IMPLEMENTATION**

**ICAO "No Country Left Behind (NCLB)" Initiative**

4.1. The No Country Left Behind (NCLB) initiative that was launched in 2014 and it highlights ICAO's efforts to assist States in implementing ICAO SARPs by ensuring global harmonization in the implementation of the SARPs and thereby assisting States to improve their safety oversight capabilities.

4.2. The meeting was reminded that the NCLB initiative was endorsed to help coordinate and publicize any Organization-wide activities consistent with these priorities. Some of these activities include the ICAO World Aviation Forum which was designed to bring together high-level government officials and key industry and financial partners responsible for transport and infrastructure, finance, economics and tourism. The Forum reiterated the objective to identify needs, facilitate the funding and financing required to accelerate the implementation of international civil aviation global standards and policies in support of the NCLB initiative.

4.3. As part of the ICAO's effort to promote the NCLB Initiative, the Organization embarked on many campaign and promotional activities including the establishment of the Regional Performance Dashboard. This Dashboard provides for both Safety and Air Navigation Capacity and Efficiency strategic objectives, using a set of indicators and targets based on the Regional implementation of the GASP and the GANP.

4.4. The meeting noted that ICAO, in collaboration with aviation stakeholders, has developed reports providing a comprehensive view of the importance of aviation on supporting the global economy and generating social benefits through the prism of sustainable air transport solutions. Key aspects covered in the report include the global and regional economic and social value of aviation, contribution of aviation to the United Nations (UN) Sustainable Development Goals (SDGs), and supporting the future of aviation in a sustainable manner. These reports are available on the ICAO website.[4]

4.5. In furtherance to the goals and objectives of the NCLB Initiative, the meeting noted that ICAO provided several implementation resources in the areas of safety, capacity and efficiency, security and facilitation, economic development, environment, ICAO Global Aviation Training and Technical Cooperation. A comprehensive listing of links that provide an overview of ICAO's implementation resources for States and industry are available on the ICAO website[5].

---

[4] https://www.icao.int/sustainability/Pages/IHLG.aspx
[5] https://www.icao.int/about-icao/NCLB/Pages/implementation-resources.aspx

4.6.     In addition, the meeting acknowledged that through the NCLB initiative, ICAO managed to raise global awareness on the importance of the effective implementation of ICAO SARPs, policies, plans and programmes. Since the launch of the NCLB initiative, impressive strides have been achieved and partnerships have materialized, supporting the sustainable development of aviation. In addition, the number of accidents has been continuously decreasing globally and regionally.

**Update on the USOAP-CMA 2020 Protocol Questionnaire**

4.7.     The meeting was updated on the PQs - Edition 2020 of the Universal Safety Oversight Audit Programme (USOAP) Continuous Monitoring Approach (CMA), which are a result of the recommendations by the Group of Experts for a USOAP CMA Structured Review (GEUSR) in relation to the structured revision of the PQs and the identification of Priority Protocol Questions (PPQs). The meeting was informed that the migration on the USOAP CMA Online framework of the new PQs would have an impact on the EI score of the critical elements (CE) of their State safety oversight system. The following Conclusion was formulated:

*RASG-AFI/7 Conclusion 7/14:*          *Release of USOAP-CMA Protocol Questionnaire – 2020 Edition*

**That, in order to address the evolution of the USOAP CMA toward the continuing assessment of the effectiveness and sustainability of States' safety oversight systems, States to review and update their information on the USOAP-CMA online framework (OLF).**

**Update on the safety initiatives by States, Regional Organizations, Industry and Partners, especially under the context of COVID-19**

*Initiatives on the Establishment and Operationalization of a Centre for Aviation Medicine (CAM) in the AFI Region*

4.8.     The East African Community's Civil Aviation Safety and Security Organization (EAC CASSOA) presented a paper on an initiative carried out in the Region regarding the establishment and operationalization of a Center for Aviation Medicine (CAM), in support of the provision of civil aviation medicine services and related initiatives on capacity and capabilities building in the AFI Region.

4.9.     The meeting applauded the role played by the ICAO ESAF Regional Office, through its cooperation and collaboration with the EAC CASSOA and civil aviation authorities in the Eastern African sub Region to complete the construction of the CAM facility in the Republic of Kenya in June 2021.  The Government of Kenya provided the financing. The meeting noted that current efforts are directed towards operationalization of the facility.

4.10.   Through establishment and operationalization of the CAM Centre in the EAC, the following intrinsic benefits will be realized:
         a) Assessment of medical fitness among relevant aviation personnel, including pilots;

b) Contribution towards ensuring implementation of Safety Management System (SMS) through medical related provisions of ICAO SARPs and towards overall reduction of events related to aeromedical unfitness among aviation personnel;

c) Provision of technical support and enhancement of training, organizational capabilities for assessment and validation of medical fitness ;

d) Act as key stakeholder in the development of aviation medicine practices and examination techniques; and

e) Contribution towards the implementation of the CAPSCA Project in the Region with the leadership and support of ICAO and other organizations including World Health Organization (WHO), Africa – CDC and RSOOs.

4.11. The meeting acknowledged that in the medium term, the CAM is visioning towards extension of its role in facilitating standardized Upset Prevention and Recovery Training' (UPRT) for pilots through providing a combination of theoretical knowledge and practical piloting training.

4.12. Based on the aforementioned deliberations, the following Conclusion was formulated:

*RASG-AFI/7 Conclusion 7/15:*          *Establishment of a Regional CAPSCA Management and Operationalization of the Centre for Aviation Medicine.*

**That, in order to foster the implementation and compliance with the aeromedical standards and related guidance material:**

a) **States and RSOOs are encouraged to strategize and develop programmes aimed at capacity and capability building in the field of aviation medicine, including aviation medical assessors and designated medical examiners to meet the fitness to fly and air traffic management operations demands; and**

b) **States and stakeholders are encouraged to use the EAC CASSOA Center for Aviation Medicine (CAM) for the medical assessments of aviation personnel, assistance in aviation medicine matter and training in UPRT for pilots.**

*Status and experience on the implementation of health and facilitation operational measures related to COVID-19 Pandemic in the AFI Region*

4.13. EAC CASSOA presented a paper from on the status and experience, within the context of the AFI Region, on the implementation of the ICAO Council Aviation Recovery Taskforce (CART) Report recommendations and guidelines for restarting the international air transport sector and recovering from the impacts of COVID-19. Besides highlighting the achievements realized, the Paper also indicated the challenges that require mitigation, including through strategic collaboration.

4.14. With regards to achievements, the Paper highlighted AFI States' demonstrated commitment in implementing the CART Report by adopting a Regional or sub-regional harmonized approach. In addition, it acknowledged the role of the RSOOs in the operationalization and promotion of harmonized measures in support of recovery post the COVID-19 pandemic. On the other hand, the paper cited challenges, including AFI States' adoption of diverse restrictive measures, especially for border control and travel

such as post arrival mandatory quarantine, pre-entry border testing, and presentation of COVID-19 PCR negative test certificate. The meeting noted with concern that many of these measures may unnecessarily hinder or retard the speed of restart and recovery of the economy, including aviation.

4.15.   The meeting further discussed the importance of the implementation of existing Regional treaties, guidelines and recommendations by AFI States, with the aim of promoting health, facilitation, security and economic development. Moreover, it was acknowledged that continuous harmonization of pre-entry and exit requirements through continuous engagement, providing guidance based on empirical evidence and data as well as standardization will facilitate smooth travelling experience, maintain the public health safety corridor, encourage common recognition of measures in place, mutual trust, and promote integration and collaboration among AFI States. The following Conclusion was formulated:

**RASG-AFI/7 Conclusion 7/16:**          *Building Back Better from the COVID-19 Pandemic*

**That, in order to ensure pursuance of the outcomes of HLCC 2021:**

  a) **States are urged to show commitment to the  implementation of the HLCC 2021 Ministerial Declaration; and**
  b) **States and other stakeholders continue to contribute resources, including financial and in-kind, to ensure effective implementation of the NCLB Initiative, including utilization of innovative means, especially under crises situations such as COVID-19.**

*Strategic institutional interventions under the Context of the COVID 19 Pandemic*

4.16.   The meeting was provided information on measures taken by the Banjul Accord Group Aviation Safety Oversight Organization (BAGASOO) to facilitate the restart and recovery of civil aviation within the BAG Region in order to increase safety and efficiency of air travel.

4.17.   The measures were highlighted as immediate, medium and long term interventions. The meeting noted that the immediate interventions included the:

  - establishment of BAG Region COVID 19 Task Force to assist in harmonizing COVID 19 risk management protocols of Member States;
  - issuance of safety circulars on measures that CAA and service providers can adopt to minimize COVID 19 induced safety risks;
  - provision of assistance to member States in the preparation of State responses to the recommendation of the CART;
  - the introduction of robust crises management strategies to strengthen internal and external means of reaching out to member States;
  - equipping of BAGASOO technical staff with virtual training competencies; and
  - subsequent repackaging of BAGASOO courses to have a virtual component in order to be able to deal with limited opportunities for in-person training.

4.18.   Medium-term interventions being undertaken are the adoption of quality management system in view of the need to implement change in a timely manner for efficient service delivery, revamping of BAGASOO software to ensure continuity in the operation and use of its safety tools, establishing a pool of national instructors to support regional instructors in meeting the increasing demand for BAGASOO training services, introducing a structured task-based training system for aviation lawyers to forge a stronger interface and foster seamless working relation between aviation lawyers and inspectors.

4.19.   The meeting noted that as part of its long-term intervention, the Organization is in the process of strengthening harmonization activities amongst member States through the establishment of a more definitive harmonization policy framework with clearly defined working methodology and a means of measuring progress.

**AGENDA ITEM 5:          REVIEW OF THE TERMS OF REFERENCE AND THE FUTURE WORK PROGRAMME OF THE RASG-AFI AND ITS CONTRIBUTORY BODIES**

5.1.   The meeting was reminded that the RASC was established to guide the work of the Group and to ensure that safety initiatives are accomplished in a timely, effective and efficient manner. In this regard, the RASC was mandated, amongst other things, to propose an Annual Work Programme in addition to ensuring that the activities of the Group are properly coordinated. Additionally, the RASC also serves as an advisory body to the RASG-AFI by providing regular safety environment assessments and undertaking any action that may be required to ensure that the RASG-AFI achieves its objectives including the reduction of aviation risks and to minimize or avoid duplication of efforts in the RASG-AFI Region.

5.2.   The meeting was presented with the 2022 Activities that cover those of the RASC, the Safety Support Teams (SSTs) and RASG-AFI meetings. The new working arrangement for APIRG and RASG-AFI Meetings (Joint Opening and Closing Plenaries; and sessions in-between) has necessitated the amendment of the RASG-AFI Procedural Handbook. This arrangement is intended to ensure proper coordination between the Groups and ensure that all safety activities at the regional and sub-regional levels are properly coordinated amongst actors to avoid duplication of efforts.

5.3.   The meeting noted that the key focus area relates to the restructuring of the SSTs to better align their functions to the Goals and Targets of the 2020-2022 Edition of the GASP; which include but are not limited to, the development and subsequent implementation of the Regional Aviation Safety Plan (AFI-RASP).

5.4.   The meeting recalled that the joint APIRG/RASG-AFI Coordination Task Force (ARC-TF) which was established as a subsidiary body to APIRG and RASG-AFI, is responsible for coordinating the activities of APIRG and RASG-AFI on routine basis. In this respect, it was noted that the proposed 2022 activities also include the review of reports by ARC-TF and follow-up actions.

5.5.    In view of the aforementioned, the meeting formulated the following Conclusion:

*RASG-AFI/7 Conclusion 7/17:*          *Review and endorsement of the RASG-AFI Work Programme for 2022*

**That, the Group endorsed the Work Programme and activities for 2022 of RASG-AFI and its Contributory Bodies as provided in Appendix 4E to this Report.**

**AGENDA ITEM 6:          ANY OTHER BUSINESS (AOB)**

6.1.    There were no business under this agenda item.

# PART V:

# APIRG/24 AND RASG-AFI/7 SECOND JOINT SESSION

**AGENDA ITEM 4:**     **REVIEW AND ADOPTION OF THE CONCLUSIONS AND DECISIONS OF THE APIRG/24 AND RASG-AFI/7 MEETINGS**

1.1.     The meeting reviewed and adopted the Conclusions and Decisions of the APIRG/24 and the RASG-AFI/7 Meetings as presented in the text.

**AGENDA ITEM 5:**     **ANY OTHER BUSINESS (AOB)/ VENUE AND DATE OF THE NEXT APIRG & RASG-AFI MEETINGS**

2.1     Under this Agenda Item, the Chairperson of the APIRG/24 and RASG-AFI/7 Second Joint Session, Capt. Gilbert Kibe, informed the meeting that the term of Ms. Boni Dibate, the Regional Director for CANSO Africa was ending on 31 December 2021. He informed the meeting that Mr. Thabani Myeza was appointed as the new Regional Director for the CANSO Africa Office from 1st January 2022.

2.2     The Chairperson also informed the meeting that he will be leaving his role as the Chair of the RASG/AFI, and on 22 April 2022 his term as Director General for Kenya Civil Aviation Authority (KCAA) will be ending. He expressed his gratitude for the support he received while in this position and encouraged the APIRG members to continue with the programmes that have been set and to put Africa first in all endeveaours.

2.3     The Secretariat, the Vice-Chair, AFCAC, ASECNA, IATA, CANSO, Member States and other delegates expressed their congratulations and well wishes to the Chairperson and to the outgoing Regional Director for the CANSO Africa, Ms. Boni Debate.

**VENUE AND DATE OF THE NEXT APIRG & RASG-AFI MEETINGS**

3.1.     It was agreed that the next APIRG/25 and RASG-AFI/8 meetings would take place in October/ November 2022 and the Secretariat will make consultations with States and advise on the hosting State.

**CLOSING CEREMONY**

4.1.     The closing remarks were conveyed by the APIRG Secretary, Mr. Prosper Zo'o Minto'o, Regional Director, ICAO WACAF Office, who started by expressing his appreciation to all the APIRG members for their support and involvement in APIRG and RASG/AFI activities. He mentioned that the meeting had delivered to the best of everyone's ability and current COVID-19 circumstances. In addition, the Regional Director conveyed his gratitude to the entire Secretariat, including the ICAO Air Navigation Bureau (ANB). Furthermore, he conveyed his well wishes to all the outgoing APIRG members and invited them to continue participating in aviation activities.

4.2.     The Chairperson, thanked the APIRG Secretary and invited RD ESAF for some closing remarks. The RD ESAF informed the meeting that, as the norm, the Report's final version will be presented to the ANC and eventually to the ICAO Council. He thanked the ANB Colleagues, particularly Mr. Herman Pretorius for the coordination role that he plays between the Regional Offices and the Council. He invited the meeting to make

comments to the draft version of the Report and in addition, informed the meeting that the final version will be made available to the States at the earliest possible convenience. He appreciated the work done by the ICAO Deputy Regional Directors (DRDs) and their teams towards the execution and fruition of the meeting.

4.3.     The DRD ESAF, Mr. Arthemon Ndikumana, informed the delegates of the upcoming meetings of the APIRG and RASG/AFI. The information was shared for the delegates to prepare and accommodate the APIRG and RASG/AFI activities in their calendars.

4.4.     The Chairperson ended the meeting by thanking the Secretariat, the delegates and the interpreters for their contribution to the success of the meeting.

_____END_____