INTERNATIONAL CIVIL AVIATION ORGANIZATION

FIFTH MEETING OF DIRECTORS GENERAL OF CIVIL AVIATION (DGCA/5) OF ESAF AND WACAF STATES

(Dakar, Senegal, 4 November 2013)

Agenda Item 3:   **Aviation Safety**

CONCLUSIONS OF APIRG/19 AND RASG-AFI/2 MEETINGS

(Presented by the Secretariat)

SUMMARY
This paper presents the Conclusions of APIRG/19 and RASG-AFI/2 Meetings which were held in Dakar, Senegal, from 28 October to 2 November 2013, and call for States' commitment and support for their successful implementation in the AFI Region. Action by the meeting is at paragraph 3.
REFRENCE(S): • APIRG/19 Report • RASG-AFI/2 Report
Strategic Objective(s):   This working paper relates to the Safety Strategic Objectives A, C and D of ICAO

1.   INTRODUCTION

1.1   The Nineteenth Meeting of the AFI Planning and Implementation Regional Group (APIRG/19) and the Second Meeting of AFI Regional Aviation Safety Group (RASG - AFI/2) were held at the Hotel des Almadies in Dakar, Senegal, from 28-31 October 2013 and 1 to 2 November 2013 respectively.

1.2   The APIRG/19 Meeting was attended by two hundred and twenty two (222) participants from thirty-eight (38) AFI States, twelve (12) regional and international organizations and six (6) industry stakeholders; and the RASG-AFI/2 Meeting was attended by one hundred and eighteen (118) participants from twenty six (26) AFI States; ten (10) regional and international organizations and two (2) industry stakeholders.

1.3   This working paper presents the Conclusions of the APIRG/19 and RASG-AFI/2 Meetings.

2.   DISCUSSION

2.1   In accordance with the terms of reference and Procedural Hand Books of the APIRG and RASG-AFI, the action taken by the the Groups shall be recorded in the form of Conclusions and Decisions.

2.2   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. They are aimed mainly at the furtherance of studies and programmes being undertaken by the Group, its auxiliary bodies and other ICAO Groups or meetings. Decisions, on the other hand, deal with matters related to the internal working arrangements of the Groups and their auxiliary bodies.

APIRG/19 Conclusions

2.3   The APIRG/19 Meeting adopted 34 Conclusions addressed to States, international organizations and ICAO. **Appendix A** to this working paper provides a list of the APIRG/19 Conclusions.

2.4   The DGCA/5 meeting's attention is particularly drawn to the following APIRG/19 Conclusions:

- Conclusion 19/05 on the adoption of the Regional Air Navigation System Implementation Action Plan aligned with the ICAO Aviation System Block Upgrades (ASBU) Methodology, in accordance with Recommendation 6/1 of the Twelfth Air Navigation Conference. States are requested to develop their national plans based on their operational needs and taking into account the prioritization and categorization of the ASBU modules as defined in the Action Plan.

- Conclusion 19/17 on the AFI Flight Procedure Programme (FPP) requesting the States to indicate their needs for performance-based navigation (PBN) procedure design, and participate in the FPP activities by providing financial and/or in-kind support.

RASG-AFI/2 Conclusions

2.5   The RASG-AFI/2 Meeting adopted 11 Conclusions addressed to States, international organizations and ICAO. **Appendix B** to this working paper provides a list of RASG-AFI/2 Conclusions:

2.6   The DGCA/5 meeting's attention is particularly drawn to the following RASG-AFI/2 Conclusions:

- Conclusion 2/2 on the monitoring and follow up mechanism for the Abuja Safety Targets, requesting States to take ownership of these safety targets, and for monitoring purposes to provide AFCAC with information and data on implementation status as and when required.

- Conclusion 2/3 on RASG-AFI activities and future work programme, requesting AFI States and member Organizations to continue their support to RASG-AFI activities by assigning appropriate level representatives to attend meetings, participating in projects,

providing contributions including experts, training, hosting events and sharing information, experience and tools.

- ▪ The RASG-AFI/2 Meeting called upon the States Champions of the Group's Safety Support Teams (SST) including the Significant Safety Concern (SSC), Fundamentals of Safety Oversight (FSO), Accident Investigation (AI) and Emerging Safety Issues (ESI) Teams, to play a leading role in the SST activities and the development of the Regional Annual Safety Report Team, in partnership with Industry

- • Conclusion 2/6 on coordination with AFI-CIS, RSOOs and COSCAPs, requesting the States in their efforts to establish and/or participate in the RSOOs, to comply with the provision of the Abuja Declaration discouraging membership of more than one such organization with similar functions.

- • Conclusion 2/11 requesting the RASG-AFI to address the implementation of the relevant safety related ASBU Block 0 Modules identified by APIRG/19 Meeting, in coordination with the APIRG and the relevant bodies and in line with regional aviation safety mechanisms.

3.   ACTION BY THE MEETING

3.1   The Directors General of Civil Aviation are invited to:

a) note that the work of the APIRG and the RASG-AFI are aligned with the ICAO Global Air Navigation Plan (GANP, Doc 9750) and Global Aviation Safety Plan (GASP, Doc 10004), and support the agreed regional air navigation and safety performance objectives;

b) review and endorse the Conclusions of APIRG/19 and RASG- AFI/2 as provided in Appendices A and B to this working paper; and

c) Commit themselves and fully support the implementation of APIRG/19 and RASG-AFI/2 Conclusions aimed at enhancing the efficiency and safety of the aviation system in the AFI Region.

-END-

APPENDIX A

APIRG/19 LIST OF CONCLUSIONS

NO.:   TITLE

CONCLUSION 19/2:   FOLLOW-UP TO AN-CONF/12 RECOMMENDATIONS BY
STATES AND INTERNATIONAL ORGANIZATIONS
That the States and International Organizations take follow-up action
as appropriate on the applicable recommendations of the AN-Conf/12.

CONCLUSION 19/4:   REGIONAL PRIORITIES AND TARGETS FOR AIR NAVIGATION
That:
a) States establish, consistent with Recommendation 6/1 of the Twelfth
Air Navigation Conference, priorities and targets for air navigation
by May 2014;
b) States share successful initiatives among each other;
c) PIRGs utilize specific interface groups, where required, for
addressing the harmonization of air navigation plans in adjacent
regions; and
d) The Secretariat develop a coordination mechanism between the
APIRG and the RASG AFI to ensure consistency of action and
avoid overlap

CONCLUSION 19/5:   ADOPTION OF AFI REGIONAL AIR NAVIGATION SYSTEM
IMPLEMENTATION PLAN ALIGNED WITH THE ICAO
AVIATION SYSTEM BLOCK UPGRADE (ASBU)

That:
a)   AFI States adopt the Regional Air Navigation System
Implementation Plan aligned with the 18 Block 0 Modules of the
ICAO Aviation System Block Upgrade (ASBU) Methodology, as
provided at Appendix to this report;

b)   That AFI States implement the adopted modules based on their
operational needs, prioritization and the categorization defined
in the Action Plan;

c)   The Secretariat finalize the implementation targets set for the
adopted ASBU Block 0 Modules, and ensure that these targets
are aligned with existing regional programmes aimed at
enhancing air navigation capacity and efficiency and aviation
safety;

d)   The APIRG and the ICAO Regional Offices coordinate the
implementation of the ASBU Block 0 Modules related to Safety
Key Performance Area with regional aviation safety mechanisms
(RASG-AFI, AFI Plan) and other relevant safety initiatives for

NO.: **TITLE**

the AFI Region;

e) **ICAO continually provide capacity building through workshops and seminars to AFI States and regional stakeholders as the needs arise in the different levels of ASBUs; and**

f) **The African Civil Aviation Commission (AFCAC), Regional Economic Communities and Financial institutions to provide their support and assist States the implementation of the AFI Regional Air Navigation System Implementation Action Plan.**

CONCLUSION 19/6: **INTEGRATION OF THE AFI TRAFFIC FORECASTING GROUP IN THE APIRG**
That:
a)

he activities of the AFI Traffic Forecasting Group should be integrated in the APIRG, and aligned with the ICAO Statistic Panel;

b) **the forecasts developed by the AFI TFG should cover the major traffic flows and the routing areas in the AFI Region, as well as other planning requirements of the region;**

c) **ICAO should implement an improved Form L (En-Route Services Traffic Statistics) to accommodate specific regional needs for traffic analyses in a changing environment; and**

d) **States should fully participate in the ICAO Statistics Programme and provide the relevant FIR data identified by the AFI TFG to enable the development of reliable forecasts for traffic flows.**

CONCLUSION 19/7:   **AERODROME INSPECTOR TRAINING**

That:

a)   **States wishing to get ICAO training (Integrated Safety Management Course, Aerodrome Inspector's Courses and Aerodromes Certification Course) should send requests to ICAO Regional Offices, and where possible coordinate such requests with other States for Region-wide benefit, and that when such courses are organized, States should include participants from the "Regulator", "Aerodrome Operator" and "Airline Operators"; and**

b)   **Regional Safety Oversight Organizations (RSOOs) which have developed Aerodrome Inspector Training Systems should share them with others.**

CONCLUSION 19/8:   **REVIEW OF THE AFI AIR NAVIGATION PLAN**

That ICAO should, where it has obtained official communication from the States, proceed with the amendment of Doc 7474 Vol. I, AFI ANP – List of International Aerodromes, in accordance with the procedure for amendment of the Basic ANP approved by the Council of ICAO.

CONCLUSION 19/9:   **UNIVERSAL SAFETY OVERSIGHT AUDIT PROGRAMME (USOAP)**

That:

a)   **In order to realize improved EI of the Critical Elements of a State safety oversight system, States should ensure aerodrome inspectors are adequately trained, including on-the-job training, specialized training, refresher training etc. to effectively perform all the safety oversight functions;**

b)   **In some ASECNA Member States and other States in the AFI Region, where several aerodrome operator responsibilities are shared among several entities, the concerned States should identify and clearly designate which entity shall be certified and shall hold that certification on behalf of all the others and shall therefore have accountability on the activities of all the other entities; and**

c)   **ICAO should consider publishing for the use by States a technical guidance material on the conduct of aeronautical**

studies and the use of the results of the aeronautical

CONCLUSION 19/10:   RUNWAY SAFETY PROGRAMMES

That:
a)   States should ensure that all international aerodromes establish runway safety teams (RSTs); and

b)   The runway safety teams established should be appropriately mandated to monitor the runway incursion and excursion incidents and accidents and propose mitigation measures proactively.

CONCLUSION 19/11:   ICAO-ACI APEX PROGRAMME
                      That States:

a)   Support the use of the APEX in Safety Programme at aerodromes in the AFI region;

b)   Encourage airport operators to approach ACI for assistance through the APEX in Safety Programme; and to recommend aerodrome operators in the AFI region to participate in the APEX Safety Reviews Programme and share relevant information on safety;

c)   Encourage the pooling of competences of States to carry out aerodrome certification audits, considering the lack of capacity at the national level;

d)   Encourage the sharing of experiences between ICAO States, the COSCAP projects and Regional Civil Aviation Safety Oversight Organizations (RSOOs); and

e)   Encourage the participation of these Organizations in the ICAO/ACI APEX programme.

CONCLUSION 19/12:   ABUJA SAFETY TARGETS

That:

a)   AFI Member States are urged to strictly adhere to the AFI 2012 Ministerial Conference plan of action for the implementation of the Abuja Safety Targets in conformity with the established time lines; and

b)   AFI States which have not done so should provide information/feedback on the implementation status of the Safety

Targets to enable AFCAC monitor the level of implementation.

CONCLUSION 19/13:   IMPLEMENTATION OF AIR TRAFFIC CONTROL SERVICE
That,

By June 2014 (AIRAC date), AFI States that have not already done so, establish Class A airspace in accordance with Section 2.6 of Annex 11 to the Chicago Convention, and implement air traffic control services in the lower airspace as follows:

a)   establish Class A airspace above FL145 for all ATS routes referred to in Table ATS 1 of the AFI Air Navigation Plan (Doc 7474) as amended;

b)   establish Class A airspace above Flight Level 195 elsewhere within the FIR; and

c)   implement air traffic control service in all terminal control areas (TMA) and control zones (CTR).

CONCLUSION 19/15:   AFI ATS ROUTE CATALOGUE (AARC)

That, In order to facilitate the review and implementation of user ATS route requirements:

(a)   the AARC Template is revised as at Appendix 3.2D to this report; and

(b)   AFI States and concerned international organizations be urged to review the Catalogue every six (6) months (January and July), note developments, and take action as applicable.

CONCLUSION 19/17:   AFI FLIGHT PROCEDURE PROGRAMME (AFI- FPP)

That:
AFI States be invited to:

a)   indicate their needs for PBN procedure design to the AFI FPP; and

b)   participate actively in the AFI-FPP activities by providing financial and/or in-kind support.

CONCLUSION 19/19:   INTEGRATION OF THE VOLCANIC ASH CONTINGENCY PLAN TO THE AIR TRAFFIC MANAGEMENT CONTINGENCY PLAN

That, the AFI Volcanic Ash Contingency Plan at Appendix 3.2J to this report be integrated as an Appendix to the AFI ATM Contingency Plan.

CONCLUSION 19/21:   SAR   DATA   COLLECTION   AND   DEVELOPMENT   AND
                      MANAGEMENT OF AN AFI SAR WEB PAGE

                      That:

                      a)   **AFI States provide SAR implementation information reflected in
                           the questionnaire at Appendix 3.2K to this report , not later than
                           31December 2013, to the ICAO ESAF and WACAF Regional
                           Offices;**

                      b)   **ICAO develop and manage a webpage under ESAF and WACAF
                           websites, to post information from AFI States on SAR
                           implementation and activities; and**

                      c)   **AFI States forward to the ICAO Regional Offices regular
                           information on their SAR activities, for posting on the website.**

CONCLUSION 19/22:   **TEAM OF SAR EXPERTS**

                      **That, in order to support the implementation of SAR services in AFI
                      States, ICAO establish a SAR Team of Experts that could, at the
                      request of a State, be called upon to assist the State in the
                      establishment of SAR systems including legislation frameworks and
                      operational documentation.**

CONCLUSION 19/23:   **ADDRESSING MISSING FLIGHT PLANS**

                      **That, in order to support the effective implementation of international
                      standards relating to flight plan:**

                      (a)   **operators and ANSPs should, take necessary measures to ensure
                            that, prior to departure, flight plans are correctly filed and
                            accepted;**

                      (b)   **AFI States and Air Navigation Service Providers be urged to
                            ensure that international flights are not released for departure
                            without correctly filed flight plans;**

                      (c)   **in the event of routine or repetitive non-receipt of standard
                            flight plans, the appropriate ATS authority assess the risk and as
                            necessary, arrange for the non-acceptance of subsequent, related
                            operations over the territory of the State concerned. The
                            operator(s) and adjacent ATS units will be informed in advance**

of this action being taken.

(d)   AFI States regulatory bodies take necessary action to ensure effective implementation.

CONCLUSION 19/25:   IMPLEMENTATION OF VOICE OVER IP FOR   ATS/DS

That:
AFI States implement Voice over IP (VoIP) as an evolution of the current point-to-point ATS/DS system, and conduct coordinated trials on VoIP prior to operational use.

CONCLUSION 19/27:   IMPROVEMENT OF AMS IN AFI FIRs

That:

The AFI States concerned with the AMS deficiencies as listed in Appendix 3.4 B to this report should expedite the implementation of AMS improvements using existing VSAT networks by no later than 30 June 2014, and report progress made to the relevant ICAO Regional Offices and to next meeting of the APIRG

CONCLUSION 19/28:   ASSESSMENT AND MITIGATION OF GNSS VULNERABILITIES

That States providing GNSS services should:

a)   Assess and report GNSS vulnerabilities in their airspace, including:

1.   unintentional and intentional interference;

2.   ionospheric scintillation in equatorial regions;

3.   other vulnerabilities as may be identified; and

b)   Implement appropriate mitigation measures depending on

1.   the airspace in question; and

2.   the operations that must be supported.

CONCLUSION 19/29:   IE IMPLEMENTATION OF GNSS/SBAS IN THE AFI REGION

That:

In order to enable States to make informed decision and to facilitate dialogue among stakeholders, concerning the implementation of GNSS

satellite-based augmentation system (SBAS) in the AFI Region, ICAO should facilitate the search for the funding of an impact analysis related to SBAS, that covers operational, technical, environmental and economic aspects of this GNSS augmentation system.

CONCLUSION 19/30:   ESTABLISHMENT OF A DATA LINK CENTRAL MONITORING AND REPORTING AGENCY (DL/CMRA)

That:
The ICAO Regional Offices explore with States and relevant organizations the available options for the establishment of a Data Link Central Monitoring and Reporting Agency (DL/CMRA) to ensure effective operation, monitoring and reporting of ATS data link applications in the AFI Region.

CONCLUSION 19/31;   INTEROPERABILITY OF AFI AERONAUTICAL SURVEILLANCE SYSTEMS

That, in order to enable seamless ATM operation within the AFI Region:

a)   States and service providers take the necessary steps to ensure interoperability of the existing aeronautical surveillance systems and facilitate surveillance data sharing;

b)   AFCAC should support the continuous provision of aeronautical surveillance services along the areas of routing identified by the APIRG through an integrated surveillance system; and

c)   ICAO continue to assist AFI States' initiatives towards the implementation of an integrated aeronautical surveillance system, through seminars, workshops and technical coordination meetings

CONCLUSION 19/32:   COORDINATION BETWEEN CAAS AND NATIONAL
                     TELECOMMUNICATION REGULATORY AUTHORITIES

That:
States establish a coordination framework and procedures between national Civil Aviation Authorities and Telecommunications Authorities with the assistance of the ICAO Regional Offices as required, in order to facilitate efficient provision, operation and protection of aeronautical frequency spectrum.

CONCLUSION 19/33:   MONITORING   AND   REPORTING   OF   CASES   OF
                         INTERFERENCE TO AERONAUTICAL SPECTRUM

That:

States support the studies called for under ITU WRC-12 Resolution 154 by:

a) ensuring that their operated aeronautical frequencies are duly registered in the ITU Master International Frequency Register through Telecommunications Authorities and notified to the ICAO Regional Offices for inclusion in the global and regional frequency databases; and

b) monitoring and reporting to ITU all cases of interference caused to aeronautical frequencies, such as interference from International Mobile Telecommunications (IMTs) in the frequency band 3.4 – 4.2 GHz (C-Band) used by aeronautical VSATs for consideration by ITU WRC Working Parties.

CONCLUSION 19/34:   SUPPORT TO ICAO POSITION FOR WRC-15

That:
States support the ICAO position for ITU WRC-15 by:

a) Incorporating the ICAO position in the national position to WRC-15;
b) Coordinating this position with all aviation stakeholders (CAAs, ANSPs, Air Operators, Airport Operators, etc.); and
c) Ensuring regular and active participation of Civil Aviation Representatives dealing with aeronautical spectrum issues (such as AFI FMG focal points) in WRC-15 preparatory activities at regional/global level and during the Conference.

CONCLUSION 19/36:   HARMONIZATION OF THE COLLECTION OF THE STATISTICS
                     ON THE PERFORMANCE OF THE VSAT NETWORKS

That as from 1 January 2014, in order to harmonize the monitoring,

collection and reporting of technical and operational data on Aeronautical Fixed Services (AFS) characteristics and performance, States should:

a) Apply the four-level assessment model including space segment, radiofrequency equipment, modulators/demodulators, end-user equipment; and

b) use the software tools available in their processing systems to increase accuracy of the reported data, and facilitate comparative analysis of these data.

CONCLUSION 19/39: **DEVELOPMENT OF INTEGRATED PROGRAMMES BASED ON MAJOR ATM ROUTING AREAS AND   AIR TRAFFIC FLOWS**

That:

a) The ICAO Regional Offices should coordinate with States the identification and development of integrated programmes for the CNS infrastructure, aligned with the ASBU methodology, and based on major ATM routing areas and air traffic flows in the AFI region; and

b) ICAO, AFCAC and other relevant regional economic and financial institutions should facilitate the funding arrangements for such integrated programmes.

CONCLUSION 19/40: **REGIONAL AND STATE PLANNING AND IMPLEMENTATION OF THE TRANSITION FROM AIS TO AIM**

That:

a) The Region develop performance goals for the transition from AIS to AIM in line with the AFI Transition Roadmap from AIS to AIM and Aviation System Block Upgrades methodology;

b) The Region and States identify achievable milestones in relation to the Transition Roadmap phases 1, 2 and 3;

c) The Region and States develop and implement progress reporting structures, processes and frequency in terms of the Transition Roadmap phases 1, 2 and 3;

d) States develop implementation action plans addressing the transition from AIS to AIM in line with the AFI AIS to AIM Transition Roadmap phases 1, 2 and 3 as well as aviation system block upgrades; and

e) States review and amend as required the AIS/AIM training programmes to encompass the required skills, competences and knowledge to transition from AIS to AIM in line with the AFI

AIS to AIM Transition Roadmap.

CONCLUSION 19/41:   **AIM/SWIM SEMINAR FOR THE AFI REGION**

That in order to support States with regard to the planning and implementation related to the transition from AIS/AIM to Information Management/SWIM, and expedite the harmonized implementation of the AIM/SWIM requirements, the ICAO ESAF and WACAF Regional Offices organize an AIM/SWIM Seminar in 2014/2015.

CONCLUSION 19/42:   **PROCEDURE FOR AFI OPMET DATA MONITORING**

That:

a)   **Dakar and Pretoria RODBs:**

    1)   **Conduct within their respective areas of responsibilities, the monitoring of OPMET received from AFI BCCs;**

    2)   **Analyze the monitoring results and identify shortcomings and deficiencies;**

    3)   **Develop and forward to the concerned BCCs on a quarterly basis, the monitoring results and the recommendations to be implemented;**

    4)   **Collaborate directly with the concerned States to assist removing the shortcomings which can be resolved quickly; and**

    5)   **Issue on a semester basis, a report on the above four actions to be forwarded to ICAO Dakar and Nairobi regional Offices.**

b)   **ICAO Dakar and Nairobi Regional Offices:**

    1)   **distribute the reports through State Letters to AFI States with particular emphasis on the concerned States with the deficiencies; and**

    2)   **Visit the concerned States during State missions to provide further advice and awareness.**

CONCLUSION 19/43:   **IMPLEMENTATION OF AFI RODB BACK UP PROCEDURES**

That,

a)   **Dakar and Pretoria RODBs implement**

    1) and maintain an identical OPMET bulletins catalogue;

    2) the AFI Interface Control Document (ICD);

    3) the same data validation criteria

    4) and conduct monitoring activities in order to ensure that the

databanks contain required OPMET data at all times;

b) **The bulletin compiling centres (BCCs) disseminate OPMET data to both Dakar and Pretoria RODBs using appropriate AFTN addresses; and**

c) **The MTF include AFTN addresses of both RODBs in the AFI Interface Control Document (ICD).**

CONCLUSION 19/44:   **DEVELOPMENT OF CAPABILITIES OF HANDLING OPMETINFORMATION IN DIGITAL FORMAT**

That both Pretoria and Dakar RODBs Provider States be invited to:

a) **start developing capability of handling OPMET data in digital format as soon as possible, after November 2013;**

b) **test the codes based on OPMET data in digital format (XML/GML) for METAR/SPECI, TAF and SIGMET with a view to fine tuning over the first year (2014); and**

c) **take a leading role over the transition aspect to XML/GML and provide technical assistance as required to other AFI States in implementing OPMET data in digital format.**

CONCLUSION 19/45:   **INCLUSION OF STATE OF RUNWAY REPORTS INMETAR/SPECI ISSUED IN THE AFI REGION**

That, the AFI Air Navigation Plan (Doc 7474) be amended to include in METAR/SPECI, the report on observations of the state of the runway in terms of depth of water deposit measurements on the runway as provided by the appropriate Airport Authority.

CONCLUSION 19/47:   NEED FOR CONSULTATION WITH USERS PRIOR TO MAJOR CHANGES TO THE AIR NAVIGATION SYSTEM

That:

States should:

a)   **ensure the aviation stakeholders adhere to the ICAO Policies on Taxation in the Field of International Air Transport (Doc 8632), ICAO Policies on Charges for Airports and Air Navigation Services (Doc 9082/9) and ICAO Manual on Air Navigation Services Economics (Doc 9161) when considering the introduction of major changes to the air navigation system;**

b)   **establish effective economic regulations for the provision of air navigation services (ANS) that includes collaboration with users; and**

c)   **the Regional Offices include adherence to ICAO provisions related to consultation with users when conduction State missions.**

APPENDIX B

RASG-AFI/2 LIST OF CONCLUSIONS

CONCLUSION 2/1:   **REVIEW AND ADOPTION OF AFI REGIONAL PERFORMANCE DASHBOARD**

That individual States use the AFI Regional Performance Dashboard to assess national performance against the Abuja Safety Targets.

CONCLUSION 2/2:

MONITORING AND FOLLOW UP MECHANISM FOR ABUJA SAFETY TARGETS

That States take ownership of the Abuja aviation safety targets and, for monitoring purposes, provide AFCAC with information and data on implementation status as and when required.

CONCLUSION 2/3   **RASG-AFI ACTIVITIES AND FUTURE WORK PROGRAMME**
That States and member Organizations continue their support to RASG-AFI activities by assigning appropriate level representatives to attend meetings, participate in projects, provide contributions including experts, training, hosting events and sharing information, experience and tools

CONCLUSION 2/4   **EVOLUTION OF ICAO SSP/SMS REQUIREMENTS AND THEIR IMPACT ON STATE SAFETY OVERSIGHT OBLIGATION**
That:
a)   States are to actively participate in the activities of the AFI Regional Aviation Safety Group (RASG - AFI) in order to promote the implementation of safety management provisions of ICAO SARPs; and
b)   States, and service providers be encouraged to accelerate implementation of State Safety Programme and Safety Management Systems (SSP/SMS) in line with global and regional objectives.

CONCLUSION 2/5   **IMPLEMENTATION OF ICAO PLANS OF ACTION**

That AFI States that have not yet done so, accept and implement the ICAO Plans of Action.

CONCLUSION 2/6   **COORDINATION WITH AFI-CIS, RSOOs AND COSCAPs**

That States in their efforts to establish and / or participate in Regional Safety Oversight Organizations (RSOOs), take note of and comply with the provision of the Declaration of the Ministerial Conference on aviation safety held in Abuja, Nigeria in July 2012 discouraging

membership of more than one such organization with similar functions.

CONCLUSION 2/7   **REGIONAL RUNWAY SAFETY PROGRAMMES**

That:
a) States establish Runway Safety Teams (RSTs) at all international aerodromes; and

b) States are encouraged to participate in Seminars / Workshops and other training activities being conducted in the field of Runway Safety.

CONCLUSION 2/8   **IOSA WORKSHOPS**
That AFI States implement, by the end of 2015, the use of IOSA by African airlines as required by the Ministerial Conference on Aviation Safety in Africa (Abuja, 16-20 July 2012).

CONCLUSION 2/9   **UPDATE ON THE AFI PLAN AND OTHER SAFETY INITIATIVES**

That AFI States continue to support and participate in the AFI Plan activities for further improvement of aviation safety in the AFI region.

CONCLUSION 2/10   **COORDINATION BETWEEN APIRG AND RASG- AFI**

That in order to facilitate coordination between the two Groups and among their subsidiary bodies, APIRG and RASG-AFI share with each other the outcomes of their most recent meetings and activities

CONCLUSION 2/11   **IMPLEMENTATION OF THE AFI AIR NAVIGATION SYSTEM IMPLEMENTATION ACTION PLAN ALIGNED WITH THE ICAO AVIATION SYSTEM BLOCK UPGRADE (ASBU) METHODOLOGY**

That the RASG-AFI address the implementation of the relevant safety related ASBU Block 0 Modules identified by APIRG/19 Meeting, in coordination with the APIRG and the relevant bodies and in line with regional aviation safety mechanisms.

-END-