



**INTERNATIONAL CIVIL AVIATION ORGANIZATION
THIRD MEETING OF THE REGIONAL AVIATION SAFETY GROUP FOR AFRICA AND
THE INDIAN OCEAN (RASG/3)**

(Yamoussoukro, Cote d'Ivoire, 3 - 4 December, 2015)

Agenda Item 7: APIRG/RASG-AFI Coordination

**OUTCOME OF THE TWENTIETH MEETING OF THE AFI PLANNING AND
IMPLEMENTATION REGIONAL GROUP
(APIRG/20)**

(Presented by the Secretariat)

SUMMARY
<p>This paper presents the Third Meeting of the RASG-AFI (RASG-AFI/3) with the outcome of the Twentieth Meeting of the APIRG (APIRG/20) in accordance with the terms of reference of the groups.</p> <p>The action required by the meeting is paragraph 3.</p>
<p>REFERENCE(S):</p> <ul style="list-style-type: none">• RASG-AFI Procedures Handbook• APIRG Procedural Handbook

1. INTRODUCTION

1.1 The terms of reference established for PIRGs and RASGSs include coordination of the activities of these groups at regional level.

1.2 This working paper presents to the RASG-AFI/3 the outcome of the APIRG/20 meeting on a number of issues that are common to APIRG and RASG-AFI.

2. DISCUSSION

2.1 Based on the allocation of tasks as agreed between APIRG and RASG-AFI, the outcome of the APIRG/20 meeting is summarized as follows :

Task Area	APIRG	RASG-AFI	APIRG/20 Conclusion/Decision
1. RVSM safety monitoring	X		Conclusion 20/15 Conclusion 20/16
2. Quality Management Systems (QMS)	X		Decision 20/01
3. Civil - Military coordination	X		Decision 20/01 Conclusion 20/10
4. Search and Rescue (SAR)	X		Decision 20/01

Task Area	APIRG	RASG-AFI	APIRG/20 Conclusion/Decision
			Conclusion 20/08
5. Safety issues directly related to flight operations		X	Decision 20/11
6. Accidents and Incidents Analysis		X	Decision 20/01 Conclusion 20/11
7. State Safety Programmes (SSP)		X	
8. SMS implementation	X	X	Decision 20/01
9. English Language Proficiency (ELP)	X	X	
10. Runway Safety	X	X	Conclusion 20/01
11. Unsatisfactory Condition Reports (UCRs)	X	X	Conclusion 20/01 Conclusion 20/02
12. Airspace contingencies	X	X	Decision 20/01

2.2 The text of each of the above APIRG/20 Conclusions and Decisions with provisional numbering is provided in **Appendix A** to this paper.

2.3 **Appendix B** provides a set of key Air Navigation Services (ANS) related performance indicators and targets adopted by APIRG/20 meeting under its **Decision 20/01**, to be submitted to the Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan) for endorsement.

2.4 The RASG-AFI may wish to recall its Decision 02/11 on addressing implementation of the ICAO Aviation System Block Upgrades (ASBUs) safety related modules adopted by APIRG/19 meeting, the implementation of which needs to be coordinated with the AFI Plan, the African Civil Aviation Commission (AFCAC), Regional Economic Communities, financial institutions, regional aviation safety mechanisms and other relevant safety initiatives.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the outcome of the APIRG/20 on meeting issues of common interest to APIRG and RASG-AFI;
- b) note the key performance indicators and targets adopted by APIRG/20 meeting; and
- c) provide comments and further guidance as required in relation to the necessary coordination of issues of common interest between APIRG and RASG-AFI.

Appendix A

**LIST OF CONCLUSIONS/DECISIONS OF THE TWENTIETH AFI PLANNING AND
IMPLEMENTATION REGIONAL GROUP MEETING (APIRG/20)
(YAMOOUSSOUKRO COTE D’IVOIRE, 30 NOVEMBER – 2 DECEMBER 2015)**

**LIST OF CONCLUSIONS
(PROVISIONAL NUMBERING)**

NO.	CONCLUSIONS	TITLE
1.	Conclusion 20/01:	<p>Certification of international aerodromes</p> <p>That:</p> <ul style="list-style-type: none"> a) States are urged to comply with ICAO SARPs on certification of aerodromes which came in force since November 2003 and Abuja safety targets which required Certification of International aerodromes by December 2015; b) In line with the provisions of coordination between the RASG-AFI and APIRG, relevant technical components of Certification of Aerodromes should be included in the projects subsidiary bodies of APIRG; and c) A target of attainment of 45% of certification of International Aerodromes is recommended in harmony with the approved AFI Plan targets by end of 2016.
2.	Conclusion 20/08:	<p>Search and Rescue (SAR)</p> <p>That:</p> <ul style="list-style-type: none"> a) States are urged to conclude SAR agreements under Regional frameworks to facilitate operational cooperation and efficiency; and b) The secretariat should follow up on APIRG/19 conclusions 19/21 and 19/22, report progress to APCC and present a status report to APIRG /21.
3.	Conclusion 20/10:	<p>Civil/military cooperation and coordination</p> <p>That, in order to facilitate civil/military cooperation.</p> <p>States:</p> <ul style="list-style-type: none"> a) consider application of ICAO guidance material including Circular 330 and share such material with their military counterparts; b) adopt a FUA approach in establishing prohibited, restricted or danger areas such that these areas are established on a temporary basis, taking into account the needs of civil aviation; c) establish a legal framework to support effective coordination between civil and military authorities;

NO.	CONCLUSIONS	TITLE
		<p>d) incorporate element of civil/military cooperation the training syllabus of both civil and military air traffic service personnel; and</p> <p>e) constantly review the existence of prohibited, restricted or danger areas pursuant to LIM/AFI (1988) Recommendation 2/21.</p>
4.	Conclusion 20/11:	<p>Resolution of safety issues in the airspace over South Sudan</p> <p>That:</p> <p>a) South Sudan be urged to take necessary measures as matter of urgency, to effectively address safety issues identified by users and ICAO;</p> <p>b) ICAO is requested to continue its engagement with South Sudan in order to make the assistance being provided more effective; and</p> <p>c) Urge partner States and organizations supporting South Sudan in the fields of civil aviation to work more closely with ICAO in order to consolidate the synergies to address the safety issues.</p>
5.	Conclusion 20/15:	<p>Comprehensive measures to improve the AFI RVSM safety levels</p> <p>That, in order to effectively and sustainably address the AFI RVSM safety levels, AFI States prioritize the effective implementation of the following measures in accordance:</p> <p>a) Strategic Lateral Offset Procedures (SLOP), noting the safety benefits thereof even where surveillance has been implemented;</p> <p>b) Ensure adequate safety assessments, with particular attention to crossing points, before implementing new ATS routes;</p> <p>c) Taken necessary action to improve reporting and investigation of incidents;</p> <p>d) Prioritise the implementation of AIDC/OLDI to reduce coordination failures between FIRs;</p> <p>e) Prioritise implementation of measures identified within the framework of APIRG to reduce rates of missing flight plans; and</p> <p>f) Regulators to strictly enforce SARPs and regulatory provisions relating to aircraft RVSM approvals and operations.</p>
6.	Conclusion 20/16:	<p>Implementation of SLOP</p> <p>That, AFI States:</p> <p>a) that have not implemented SLOP should take necessary measures as matter of urgency to ensure compliance with the provisions in PANS-ATM Doc 4444 Chapter 16 and ICAO Circular 331; and</p> <p>b) seek assistance from ICAO or the ARMA as necessary to ensure that the related publication meet the relevant ICAO provisions.</p>

**LIST OF DECISIONS
(PROVISIONAL NUMBERING)**

NO.	DECISIONS	TITLE
1.	Decision 20/01:	AFI key performance indicators, targets and monitoring That: a) the key ANS performance indicators and targets shown at Appendix XXX are adopted by APIRG; b) The Secretariat should present the key performance indicators and targets to the AFI Plan for endorsement and to the RASG- AFI for coordination; and c) APIRG should continue to develop Key Performance Indicators and targets for air navigation services as appropriate and the Secretariat should report progress to the APIRG Project Coordination Committee
2.	Decision 20/02:	Measures to address the high number of unsatisfactory condition reports (UCR) in the AFI region That, APIRG in coordination with RASG-AFI, take necessary action to identify specific measures to be undertaken by States, Air Navigation Service Providers and other stakeholders to effectively reduce the high numbers of UCRs in the AFI Region, with particular attention to AIRPROXs in line with the set Performance indicators and targets.

APPENDIX B

**Air Navigation Services (ANS) Key Performance Indicators adopted by APIRG/20
(Decision 20/01)**

OPERATIONAL TARGETS BY 31 DECEMBER 2020

1. Reduce the number of loss of separation occurrences due to ANS infrastructure deficiencies by 50%
2. Reduce the number of aircraft accidents related to ATM safety by 50%
3. Reduce the number of uncoordinated flights by 50%

INSTITUTIONAL TARGETS 100% BY 31 DECEMBER 2018

At national level

4. Implement ICAO Aviation System Block Upgrades (ASBUs)
 - Implement Priority ASBU Block-0 Modules by 2018
 - Establish and update national PBN plans by 2016
 - Implement all applicable elements of PBN by 2018
 - Implement Continuous Descent Operations/Continuous Climb Operations (CDO/CCO) by 2018
5. Reduce CO₂ Emissions
 - Establish CO₂ emissions reduction action plans by December 2016
 - Implement mitigation measures
6. Assess and manage risks
 - Establish effective and operational Search and Rescue (SAR) organization by 31 December 2016
 - Establish aerodrome emergency plans
 - Establish wildlife management systems
 - Establish ANS human resource management system

At regional level

7. Integrate ANS infrastructures by 31 December 2018
 - Implement digital ATS coordination
 - Implement en-route data link applications
 - Implement ANS Quality Management Systems (QMS)
8. Increase harmonization between ANS operations and regulations by 31 December 2016
 - Implement seamless ANS along Air Traffic Flows (AFI Single Sky)

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