

APIRG/23 & RASG-AFI/6 - REPORT



ICAO

**REPORT OF THE TWENTY-THIRD MEETING OF THE AFI PLANNING AND
IMPLEMENTATION REGIONAL GROUP (APIRG/23)**

&

**THE SIXTH MEETING OF THE REGIONAL AVIATION
SAFETY GROUP FOR AFI REGION
(RASG-AFI/6)**

(Virtual, 23 November - 2 December 2020)

PREPARED BY THE SECRETARIAT

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APIRG23

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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.

APIRG23 & RASG-AFI6

APIRG/23 & RASG-AFI/6 Decision 1/01: Transition to an integrated approach to PIRGs and RASGs

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RASG-AFI/6

RASG-AFI/6 Decision 6/01: Election of the RASG-AFI Bureau (Chairperson and Vice-Chairpersons)

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APIRG/23

APIRG/23 Conclusion 23/01: Effective implementation of AFI Regional ANS projects

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PART I:
INTRODUCTION

Place and duration

1.1 The Twenty-third Meeting of the AFI Planning and Implementation Group (APIRG/23) and Sixth Meeting of the AFI Regional Aviation Safety Group (RASG - AFI/6) were held virtually from 23 November to 2 December 2020. Two joint sessions were convened on 23 November and 2 December 2020.

Attendance

1.2 The meetings were attended by more than 400 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 AIRG23/RASG-AFI6 meetings was co-chaired by Mr Magueye Marame Ndao, Chairperson of the APIRG and Capt. Gilbert Kibe, Chairperson of the RASG-AFI respectively.

1.4 Mr. Barry Kashambo, Regional Director, ICAO Eastern and Southern African Regional Office, Nairobi, served as Secretary to the meeting. He was assisted by Mr. Prosper Zo'o Minto'o, Regional Director, ICAO Western and Central African Regional Office, Dakar and with the participation of Messrs. Herman Pretorius and Hervé Forestier from Air Navigation Bureau, 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. Kebba Lamin Jammeh	RO/FS, WACAF Office, Dakar
Mr. Albert Aidoo Taylor	RO/ATM, WACAF Office, Dakar
Ms. Keziah Ogutu	RO/ATM, ESAF Office, Nairobi
Mr. Elisha Omuya	RO/AGA, ESAF Office, Nairobi
Mr. Harvey Lekamisy	RO/CNS, ESAF Office, Nairobi
Mr. Mr. Eyob Estifanos	RO/AFI PLAN, ESAF Office, Nairobi
Ms. Chinga Mazhetese	RO/MET/ENV, ESAF Office, Nairobi
Ms. Sonia Freitas	RO/SI, WACAF Office, Dakar
Mr. Zewdu Aregawi	RO/SI, ESAF Office, Nairobi
Mr. Papa Issa Mbengue	RO/OPS, ESAF Office, Nairobi

Working Languages

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

Opening of the meeting

1.6 The opening of the joint session of the APIRG/23 and RASG-AFI/6 took place on Monday, 23 November 2020. The meeting was attended by over 400 participants from AFI member States, the ICAO Council and the Air Navigation Commission (ANC), officials of invited International, regional organizations, industry and other partners & stakeholders.

1.7 During the joint opening session, statements were delivered by Mr Barry Kashambo, ICAO Regional Director ESAF office and Secretary of APIRG , Mr Papa Atoumane FALL on behalf of the AFCAC secretary General, Capt. Gilbert M. Kibe, Director General, Kenyan Civil Aviation Authority and Chairperson of RASG-AFI and Mr. Maguèyemarama Ndao , Directeur Général ANACIM and Chairperson of APIRG . In their remarks, all Speakers expressed their gratitude to participants who are attending the meeting as well as the ICAO ESAF and WACAF Regional Offices teams for successfully coordinating this important meeting virtually.

1.8 Mr Barry Kashambo, in his opening statement highlighted that despite the effects of COVID-19 pandemic, innovations have emerged that allow conduct of meetings remotely and anticipated positive results. The effective implementation of the provisions of the Civil Aviation Recovery Task Force (CART) report and take-off guidance material and other alleviation measures, will propel the aviation industry to a smooth restart, recovery and building of a resilient aviation sector, while tapping into the enormous opportunities before us to gain the available efficiencies and cost effectiveness.

1.9 Mr. Kashambo further highlighted that the ICAO Council and the Assembly proposed evolution of PIRGs and RASGs and timelines towards an integrated approach to address organizational challenges, infrastructure, operational risks and performance measurement. It is in light of these proposals that the format of APIRG and RASG-AFI meetings has been structured with joint opening and closing sessions and intermediary specific meetings. The new format will create the needed synergies to ensure capacity and infrastructure optimization, efficiency, and enhanced operational safety in the air transport sector in the AFI region.

1.10 In addition, the Regional Director provided information that the third Airspace and Aerodrome Operations Sub-Group, third Infrastructure and Information Management Sub-Group, sixth RASC and the fifth APCC meetings , were all successfully held virtually prior to this meeting. The various relevant Conclusions and Decisions formulated during the meetings will be presented to the respective Group's meeting for consideration.

1.11 The representative of AFCAC Secretary General Mr. Papa Atoumane FALL in his remark highlighted the critical adverse effects of COVID 19 Pandemic on African aviation. In this regard, AFCAC in collaboration with AUC, ICAO Regional Offices and industry partners, developed the High-Level Task Force Report and related recommendations and measures to assist civil aviation authorities and service providers to enable the restart and recovery of the industry.

1.12 He further highlighted that the Group meetings are happening at a time when collaborative team work is essential to rebuild the aviation Industry in the Continent. In this context AFCAC reiterate its commitment to collaborate with all members of the Groups to identify any challenges faced by the Groups in achieving their set objectives, targets and to identify any conflicts and / or inefficiencies with proposed strategies to address them, for the endorsement by AUC.

1.13 In his remarks, Capt. Gilbert M. Kibbe, Kenyan Civil Aviation Authority Director General and Chairperson of RASG AFI expressed appreciation that despite the COVID-19 Pandemic, the joint meeting is held in accordance with the ICAO council decision and approved Terms of Reference. He underscored necessity for the meeting to assess the implementation performance of the AFI Region in respect with the Global Aviation Safety Plan (GASP) and the Global Air Navigation Plan (GANP). He further highlighted the need of collaboration between the two groups (RASG-AFI and APIRG) in order to create synergy so that ensuring capacity and infrastructure optimization, efficiency, and enhanced operational safety.

1.14 The Chair person of the Joint Session , Mr. Maguèye Marame Ndao , Directeur Général ANACIM and Chairman APIRG, in his opening statement, indicated that despite the current challenge of the COVID 19 Pandemic it is important to convene this meeting virtually for the continuous planning and evaluation of the aviation development in the AFI region.he informed the meeting that the safety and air navigation capacity in the region has been improving over the years through the implementation of various initiatives. However, the AFI region still need to further enhance a coherent planning and implementation the through two Groups (APIRG and RASG AFI) to further enhance the level of safety and airnavigation capacity. Finaly Mr Ndao highlited the key issues to be covered during the Joint meeting and opened the meeting officially.

PART II:

APIRG/23 AND RASG-AFI/6
FIRST JOINT SESSION

AGENDA ITEM 0: REVIEW AND ADOPTION OF THE DRAFT AGENDA AND WORK PROGRAMME

The meeting reviewed and adopted the provisional agenda and work programme as presented by the Secretariat. The adopted Agenda presented as attached in **Appendix XXXX** to this Report.

AGENDA ITEM 1: IMPLEMENTATION OF COUNCIL-APPROVED TERMS OF REFERENCE FOR PIRGs AND RASGs

Review of the action taken by the ANC and the Council on the report of APIRG/22 and RASG-AFI/5 meetings

1.1 The meeting was presented with the outcome of the review by the Air Navigation Commission (ANC) and ICAO Council of the consolidated annual report on planning and implementation regional groups (PIRGs) and regional aviation safety groups (RASGs), covering the period from April 2019 to March 2020, especially the Report of the Twenty-second Meeting of the AFI PIRG (APIRG/22) and the Fifth Meeting of the RASG for AFI Region (RASG-AFI/5).

1.2 The meeting noted the actions to be taken by the Council and the PIRGs and RASGs to address the identified common global challenges faced by the regions. It was noted that the Council identified four notable items to be addressed by the APIRG/RASG-AFI. These include monitoring the implementation of air traffic services (ATS) message handling system (AMHS); the identification of the underlying problems related to a lack of competent inspectors in AFI States; the high rate of missing operational messages (Flight plans, OPMETs, NOTAMs), and the fact that States are not submitting RVSM data to the RMA Office on a monthly basis. It was recalled that the APIRG and RASG-AFI have already initiated actions to further address the challenges identified.

Format of APIRG/RASG-AFI meetings

1.3 The meeting was presented with the outcome of the work conducted by APIRG/RASG-AFI Coordination Task Force (ARC-TF) and in particular the APIRG/22 & RASG-AFI/5 Decision on the transition to an integrated approach to PIRGs and RASGs.

1.4 The ARC-TF preliminary analysis of the effectiveness and efficiency of the meeting format applied for APIRG/22 and RASG-AFI/5 meetings in 2019, with joint and parallel sessions, as compared to the previous back-to-back approach, identified the following challenges:

1. Conference facilities: Need for three conference rooms to accommodate APIRG and RASG-AFI joint and parallel sessions;
2. Participation: Inability for some States and Organizations with a limited number of delegates to participate in two parallel meetings;
3. Secretariat support: Lack of flexibility for members of the Secretariat to fully participate and support the two meetings; and
4. Venue: WACAF and ESAF Regional Offices are unable to comply with the requirement to host PIRG/RASG meetings at their premises in view of the associated cost implications and logistical constraints.

1.5 Accordingly, the ARC-TF further assessed the new meeting format whilst taking due account of the AFI Region's peculiarity and context. In this regard, the following meeting format was presented as the preferred option and sequence for an effective conduct of future APIRG/RASG-

AFI meetings:

1. Joint APIRG & RASG-AFI opening session,
2. APIRG back-to-back with RASG-AFI, and
3. Joint APIRG & RASG-AFI closing session.

1.6 Furthermore, the meeting acknowledged the tremendous benefits in the use of virtual meeting platforms in terms of flexibility, increased States' participation and cost-effectiveness brought to light by the COVID-19 pandemic. The meeting therefore agreed of the following Decision.

APIRG/23 & RASG/6 Decision 2/01: Implementation of Council Terms of Reference for PIRGs and RASGs

That APIRG/ RASG-AFI;

- a) **Adopt the conduct of virtual meetings, to the extent possible, until such time when the situation will allow physical meetings; and**
- b) **Adopt the new format and sequence of conducting the APIRG & RASG-AFI meetings as follows: Joint APIRG & RASG-AFI opening session, APIRG back-to-back with RASG-AFI, and Joint APIRG & RASG-AFI closing session.**

Consequential amendments to the APIRG and RASG-AFI Procedural Handbooks

1.7 The meeting recalled that, in 2019, the ICAO Council approved new generic Terms of reference for the PIRGs and RASGs, in order to clarify the roles of stakeholders and promote partnership among them, harmonize the methods of work and improve regional reporting through more frequent meetings. It was agreed that the option to further expand the generic terms of reference to suit the regions' needs will ensure flexibility of the work and lay the foundation for a more efficient meeting model and reporting.

1.8 Following their review of the terms of reference (ToR) of the PIRGs and RASGs as approved by the ICAO Council to improve the performance and expected results of the Groups, the APIRG/22 and the RASG-AFI/5 meetings in July/August 2019, requested the Secretariat to make consequential changes to the APIRG and RASG-AFI Procedural Handbooks (APIRG/22&RASG-AFI/5 Decision 01/03 refers).

1.9 The Secretariat presented the consequential changes to be made to the APIRG and RASG-AFI Procedural Handbooks, which were submitted to, and reviewed by the RASC/5 and the APCC/5 meetings, and subsequently endorsed by the third meeting of the APIRG/RASG-AFI Coordination Task Force (ARC-TF/3). The APIRG/23 and RASG-AFI/6 joint meeting endorsed the proposed changes reflecting the ICAO Council's revised generic terms of reference for PIRGs and RASGs, and therefore requested the Secretariat to finalize and publish the revised APIRG and RASG-AFI Procedural Handbooks accordingly, to be effective from 1 January 2021.

1.10 The meeting recalled that, in accordance with the Directives to Regional Air Navigation Meetings and Rules of procedure for their conduct (ICAO Doc 8144), 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.

1.11 After noting that this definition is not aligned with the actual geographical area of APIRG and RASG-AFI, the meeting identified the need for the ICAO Council to revise the definition of the AFI Region in view of the recent developments, in order to :

- a) accurately reflect the alignment of the areas of applicability of the AFI Air Navigation Plan (Doc 7474) with the regional supplementary procedures in Doc 7030 (ICAO SUPPS); and
- b) clarify the scope of on-going regional programmes / initiatives such as AFI ARMA, AFI Plan, AFI SECFAL Plan, AFI- CIS, AFI-CES, or other arrangements such as the AFI Group, which were established earlier for the AFI Region.

The meeting therefore formulated the following conclusion:

APIRG/23 & RASG/6 Decision 2/02:

That the ICAO Council revise the definition of the Africa-Indian Ocean (AFI) Region, in order to :

- a) **reflect the alignment of the areas of applicability of the AFI Air Navigation Plan (Doc 7474) with the Regional Supplementary Procedures (Doc 7030); and**
- b) **clarify the scope of on-going regional programmes / initiatives such as AFI ARMA, AFI Plan, AFI SECFAL Plan, AFI- CIS, AFI-CES, or other arrangements such as the AFI Group, which were established earlier for the AFI Region.**

AGENDA ITEM 2: COVID-19 IMPACT ON AVIATION SECTOR: THE APIRG/RASG-AFI CONTEXT

2.1 The meeting was provided with the information and updates on the impact of COVID-19 on the aviation sector and some of the measures that ICAO has taken to support States and the industry at large. The impact of the COVID-19 has immensely devastated the aviation industry, so it is essential that measures be taken to ensure that the restart and recovery process is done in a sustainable and harmonized way.

2.2 As part of its initiatives aimed to assist States, ICAO has developed a web-based COVID-19 Recovery Platform to collate the forecasts, guidance, tools, and resources that are needed by national regulators and other stakeholders to respond to the COVID-19 pandemic. It is an entry point through which other information, guidance and updates developed by ICAO and other stakeholders is hosted.

2.3 The efforts and outcomes of the ICAO Council Aviation Recovery Task Force (CART) to address COVID-19 related challenges and to provide global guidance for a safe, secure and sustainable restart and recovery of the aviation sector were highlighted. In particular, the resulting guidance contained in the CART Report and the annexed ‘Take-Off’ guidance document (TOGD) was discussed.

2.4 The meeting was informed of the availability of the various support provided by ICAO. This includes Implementation Packages (i-Packs), which are a bundle of standardized guidance material, training, tools and expert support that aim to facilitate and guide the implementation of ICAO. In addition, COVID-19 specific courses and free webinars to assist Civil Aviation Authorities (CAAs) in understanding their roles, especially supporting the mitigations to reduce the spread of COVID-19.

APIRG/23 and RASG-AFI/6 – Conclusion 2/03: COVID-19 Impact on Aviation sector

That,

- a) **States and other Stakeholders, including international and regional organizations, and service providers to implement recommendations and measures contained in the CART Report and the annexed ‘Take-Off’ guidance document (TOGD)**
- b) **States and other Stakeholders promote safety awareness and the sharing and exchange of COVID-19 related safety information with:**
 - i. **the aviation community to foster the maintenance and improvement of safety; and**
 - ii. **ICAO through the established platforms and websites including but not limited to the COVID-19 Contingency Related Differences (CCRD) and the ICAO Secure Portal COVID-19 Response and Recovery Implementation Center (CRRIC).**

Implementing Collaborative Safety Risk Management during the COVID- 19 Pandemic

2.5 The meeting was informed of the harmonized safety risk management measures implemented by East African Community Partner States as an approach to mitigating effects emanating from the COVID-19 pandemic. The meeting was further informed that the Civil Aviation Safety and Security Oversight Agency (CASSOA) has been encouraging the EAC partner States to implement the ICAO Council Aviation Task Force (CART) Report with emphasis on the need to uphold safety management principles to support risk-based decision-making in management and monitoring of approvals, authorization and certification and licensing for continuous flexible safe operations without compromising on compliance with ICAO SARPs.

2.6 The meeting noted that CASSOA through the EAC partner States adopted a collaborative approach in development and harmonization of guidance material adopted from Doc, 10144 to support restart and recovery of the aviation industry in the among the EAC partner States. Some of the best practices adopted include the validation of personnel licensing systems for the purpose of improving mobility of licensed aviation personnel

Development and Implementation of Regional Health Protocol related to COVID-19

2.7 The meeting was informed of the actions and developments deployed by EAC CASSOA towards coordination, harmonization and implementation of health protocol following the COVID-19 outbreak. CASSOA, as an RSOO, recognized the urgency to coordinate regional approach through involvement of Partner States and stakeholders, including governments, regulators, airports, airlines, air navigation service providers among others so as to achieve synergy on aspects related to public health protocols aimed at reducing health risks to air travelers, aviation workers, and the general public.

2.8 In this effort, CASSOA facilitated development of harmonized COVID-19 Aviation Health Safety Protocol -Operational Guidelines for The Management of Air Passengers and Aviation Personnel in relation to the COVID-19 Pandemic. The meeting considered and appreciated the initiatives that have been undertaken by CASSOA and encouraged States and RSOOs to spearhead and coordinate regional harmonized health measures related to COVID-19 pandemic based on guidance issued by ICAO, WHO and CDC-Africa.

2.9 The meeting noted the need to ensure a robust monitoring and Evaluation mechanism to the protocols and formulated the following conclusion:

APIRG/23 and RASG-AFI/6 Conclusion 2/04: Development, Harmonization and Implementation of Regional Health Protocol Related to COVID-19 Pandemic

That, States and RSOO's spearhead the coordination of harmonized health measures related to COVID 19 pandemic and ensure periodic Monitoring and Evaluation mechanisms for purposes of continuous assessment on the level of implementation of the protocol at regional and national levels under the CAPSCA framework.

AGENDA ITEM 3: APIRG AND RASG-AFI COORDINATION

Review of the terms of reference of the ARC Task Force (ARC-TF)

3.1 The meeting noted that the third APIRG and RASG-AFI Coordination Task Force (ARC-TF) meeting was held virtually on 05 November 2020 to review the outcomes of the RASC/05 and APCC/5 meetings, and the implementation of the APIRG/22 and RASG-AFI/05 recommendations on the ARC-TF. The meeting was further informed that the ARC-TF/3 discussed and considered the information provided on common areas of interest where coordination is required between APIRG and RASG.

3.2 In relation to the need to have an all-inclusive task force, the ARC-TF meeting proposed expansion of the current ARC-TF membership from APIRG, RASG-AFI, AFCAC and Industry as follows:

- a) APIRG (Chairperson and First and Second Chairperson of APIRG, Chairperson and Vice-Chairperson of AAO/SG; and Chairperson and Vice-Chairperson of IIM/SG);
- b) RASG-AFI (First Vice-Chairperson of RASG-AFI; and Champion States of Safety Support Teams (SSTs);
- c) AFCAC;
- d) Industry: ACI, AFRAA, AIRBUS, ASECNA, BOEING, CANSO, IATA, etc.

3.3 The meeting agreed that in order to address the issue of expansion and to enhance the effectiveness of the ARC-TF activities, the Chairperson of RASG-AFI should be a member of the Task force and APIRG and RASG Chairpersons will alternate in serving as Chairperson of the ARC-TF. It was further agreed in principle that the routine be extended to rotational and alternate chairing of the subsequent joint APIRG/RASG meetings. In addition, it was recommended that the amendments should be reflected in the APIRG and RASG-AFI TORs and procedural handbooks

APIRG/RASG-AFI/AFI Plan- Common areas and activities

3.4 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, aimed at facilitating consistency and efficiency, and ensuring lack of duplication and conflict between the activities of APIRG and RASG-AFI. The Third Meeting of the APIRG/RASG-AFI Coordination Task Force (ARC-TF/3), held virtually on 5 November 2020, reviewed the allocation of tasks and the areas of common interest between APIRG and RASG-AFI as per the APIRG/22 & RASG-AFI/5 Decision 1/06 related to the allocation of tasks and coordination between APIRG and RASG-AFI.

3.5 The Meeting therefore discussed and endorsed the updated common areas (see Appendix xx), which takes into consideration the new editions of the GANP and GASP as well as the COVID-19 environment reflected in the CART recommendations and related guidance materials.

NOTAM – (quality problem is becoming a safety concern)

3.6 The Secretariat brought to the attention of the meeting the serious safety concern that the global NOTAM quality poses to the users and aviation safety. Highlighting that the current status of NOTAM indicate many NOTAMs do not meet the required standards, the meeting was requested to appeal to the states to adhere to international standards when originating NOTAMs.

3.7 The meeting was also briefed on the plans taken by ICAO to address this short coming in NOTAM quality, starting with a global campaign to eliminate old NOTAMs (more than 95 days old) which will be launched in 2021 with a series of awareness webinars.

3.8 The meeting took note of the Tools currently still in development to be used to gauge the quality of NOTAMs; presently the NOTAMeter which will help to identify old NOTAMs.

APIRG/23 and RASG-AFI/6 Conclusion 2/05: Improving NOTAM Quality

That States and ANSPs,

- 1. To develop mechanisms at national level to address the quality of NOTAMs as a matter of urgency.**
- 2. To participate in providing information to help improve the NOTAMeter.**
- 3. To fully participate in the ICAO Global campaign aims at improving the quality of NOTAMs.**

Coordination of Annual Reporting

3.9 The meeting recalled the requirement for a consolidated annual report on the progress and outcomes of all the PIRG and RASG activities, as well as progress made in the regional implementation of GANP and GASP covering the previous year to be presented to the Air Navigation Commission (ANC) and Council. In this regard, the APIRG and RASG-AFI reports to Council on an annual basis through the consolidated report on PIRGs and RASGs, and the groups meeting reports using a standardized format to the governing bodies of ICAO in order to identify regional and emerging challenges.

3.10 The meeting noted that RASG-AFI has been consistent in publishing, through its Annual Safety Report Team (ASRT), an Annual Safety Report on progress made in the implementation of GASP goals and targets and regional safety priorities. The ASRT was established by the RASG-AFI Steering Committee (RASC) in 2014 comprising of representatives from IATA, ICAO, AFCAC, BOEING and AIRBUS, and assigned the task of producing annual safety reports on the RASG-AFI Region. The meeting agreed to include RSOOs in the ASRT membership.

3.11 Similarly, the APIRG has established an Annual Air Navigation Reporting Team (AANRT) tasked with developing the APIRG Annual Air Navigation Report based on available information, including the Air Navigation Deficiency Database, global/regional reports, survey results, studies, gap analyses, traffic forecast data, etc. The core membership of the AANRT includes AFCAC, ASECNA, ATNS, AIRBUS, IATA, and CANSO, supported by the Chairperson, Vice-

Chairpersons, the Secretariat of the APIRG, and representatives from States and relevant stakeholders, such as air navigation service providers, airspace users, aircraft manufacturers, professional organizations, monitoring agencies, international/regional organizations, etc.

3.12 The meeting encouraged APIRG and RASG-AFI to closely coordinate their activities related to regional reporting on implementation of GANP and GASP provisions and regional priorities in the identified common areas, leveraging the experience gained by RASG-AFI through its ASRT. Furthermore, in order to avoid duplication of efforts by optimizing the available resources while ensuring consistency of the information and data collected and published on APIRG/RASG-AFI common areas. The meeting formulated the following decision:

APIRG/23 and RASG-AFI/6 Decision 2/06: Coordination of Annual Reporting

That APIRG-RASG-AFI Coordination Task Force develop proposals for ensuring compliance of the AFI Region with annual reporting requirements in an effective, synchronized and timely manner, and report to APIRG/24 and RASG-AFI/7 meetings in 2021.

Status of Implementation of the AFI Safety and Air Navigation Targets

3.13 AFCAC reported that the Abuja Safety Targets were amalgamated with the Air Navigation Services performance indicators in December 2017. Subsequently, a mechanism was developed by AFCAC to monitor the status of implementation of the Abuja Safety and ANS Targets. Consistent with the mechanism, questionnaires were sent to member States in August and October 2019 to collect feedback meant to assist AFCAC determine the status of implementation.

3.14 The average status for 25 States that responded was 47% implementation of ASTs and this figure was below the 2019 target of 60%. Most safety related targets showed progress in terms of implementation while there was limited progress for ANS related targets. The main highlights were:-

- **Reduction of the African accident rate from 8.6 to 2.5 per million departures** – the accident rate increased from 5.16 to 10.34 and fatalities increased from 20 to 184;
- **PBN Procedures for Instrument Runways** – 75% of member States had Instrument Runways with approved PBN procedures;
- **ANSPs Peer Review Programme** – At least 27 States joined the ANSPs Peer Review Programme. Nigeria conducted in partnership with Roberts FIR and Ghana peer review missions for improvement of their individual Safety Management System;
- **National Plan for reduction of CO₂ Emissions** - 27 African States developed and submitted to ICAO National Plans for the reduction of CO₂ emissions due to international civil aviation.

APIRG/23 and RASG-AFI/6 Conclusion 2/07: Implementation of the Abuja Safety and ANS targets

That, in order to expedite implementation of the Abuja Safety and ANS targets,

- a) States to establish and implement automated safety data collection and information sharing tools consistent with AFCAC's Mechanism for Monitoring Implementation of Safety Systems & Initiatives;
- b) States to develop and implement required national plans related to various Safety

and ANS targets;

- c) AFCAC and ICAO to facilitate alignment of targets with GASP/GANP and clearly establish measurable objectives, associated targets and indicators;**
- d) AFCAC to facilitate for appropriate continental master plans, which are required to ensure comprehensive implementation of the ANS Targets.**

PART III:

TWENTY THIRD MEETING OF THE AFRICA- INDIAN OCEAN PLANNING AND IMPLEMENTATION REGIONAL GROUP (APIRG/23)

AGENDA ITEM 0: ADOPTION OF THE AGENDA AND WORK PROGRAMME & ELECTION OF THE BUREAU

The Agenda adopted by the meeting is provided at **Appendix xx** to this report.

AGENDA ITEM 1: FOLLOW-UP ON APIRG/22 MEETING CONCLUSIONS AND DECISIONS AND APCC/5 CONCLUSIONS AND DECISIONS

Review of the action taken by the APCC/5 on APIRG/22 Conclusions and Decisions

1.1 The meeting discussed among other items the presentation of the format of APIRG/RASG-AFI meetings under the revised terms of reference, the performance framework for Regional Air Navigation Planning and Implementation including the status of implementation of APIRG/22 conclusions and decisions, the review of APIRG Procedural Handbook and APCC ToRs, the future work programmes and schedule of next meetings of APIRG and its auxiliary bodies, and the development of the APIRG Annual Air Navigation Report.

1.2 While appreciating the progress made in the implementation of some APIRG/22 Conclusions and Decisions, the meeting was informed challenges were being faced by the ICAO Regional Offices in collecting data on implementation of APIRG conclusions and decisions from States and organizations. The meeting was informed that APCC identified APIRG/22 conclusions that continue to be valid and actions required by States, regional organizations and ICAO Regional Offices to further facilitate and support their effective implementation.

1.3 The meeting underscored the importance of implementing “APIRG Conclusion 22/01: Effective implementation of AFI Regional ANS projects and Conclusion 22/02: Regular and timely reporting on the status of implementation of APIRG Conclusions and decisions”, as a prerequisite condition to a proper reporting on implementation status.

1.4 It was noted that the implementation of the above two APIRG Conclusions and decisions will allow Administrations and organizations to provide the ICAO Secretariat with the required information on the status of implementation of APIRG Conclusions and Decisions on a regular basis, in order to assess progress in the strengthening of the air navigation system, and reporting as required by APIRG.

Review of status of implementation of APIRG/22 Conclusions and Decisions

1.5 The meeting recalled that the APIRG/22 meeting adopted forty-two (42) Conclusions and five (5) Decisions. In addition, it was also recognized that one of the important elements in the monitoring and evaluation process of the APIRG activities was the review of the implementation of these aforementioned Conclusions and Decisions. The meeting considered the Status of the implementation of the APIRG/22 Conclusions and Decisions as presented in **Appendix XX** to this report.

Review of outcomes of APCC/5 meeting

1.6 The meeting was informed that APCC/5 considered the revised amendments to APIRG activities which require amendment to APIRG procedural.

1.7 In regard to the proposed revised Terms of Reference for APIRG, the meeting was updated on the requirement of convening meetings annually in the Regional Offices, to the extent

possible, to facilitate proper access by States and the need to seek approval from the president of the council to host meetings outside regional offices. The meeting noted that the AFI Region is faces challenges to comply with the preferred location of meetings at Regional offices due to the unavailability of resources and adequate facilities to host the meetings in the adopted format.

1.8 The meeting was informed that APCC agreed that, the ICAO Council President be requested to allow AFI region to conduct APIRG meetings outside the Regional Offices premises for efficiency and comfort of participants to the meetings.

1.9 The meeting was also informed that the APCC considered and endorsed the reports of the AAO SG 3 and IIM SG 3 meetings held virtually in August and November 2020 respectively.

1.10 The meeting appreciated that APCC also directed that the subgroups take advantage of the new normal and ensure effective and efficient delivery of the subgroup projects.

1.11 The meeting also noted that as part of it's mandate, the APCC developed the draft Agenda for the APIRG/23 meeting and considered future work program for APIRG and its Auxiliary bodies.

AGENDA ITEM 2: PERFORMANCE FRAMEWORK FOR REGIONAL AIR NAVIGATION PLANNING AND IMPLEMENTATION

Outcome of the Third meeting of the APIRG Airspace and Aerodrome Operations Sub-Group (AAO/SG3)

2.1 The Group was informed that the Third Meeting of the APIRG Airspace and Aerodrome Operations Sub-Group (AAO/SG3) was held virtually, from 3 to 5 August 2020. The meeting was attended by two hundred and forty-three (243) participants, from twenty-eight (28) AFI States and nine (9) Regional and International Organizations. Due to the prevailing COVID-19 circumstances, the Sub-Group extended the mandates of its Chairperson and Vice Chairperson until its next meeting.

2.2 The AAO/SG3 reviewed the status of implementation of the APIRG/22 Conclusions and Decisions applicable to the Sub Group and the specific Projects adopted by APIRG, discussed the Projects challenges and follow-up coordination actions by all parties. Finally, AAO/SG3 discussed the progress made in relation to the AFI Air Navigation Deficiency Database and reviewed its Terms of Reference (TOR).

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

2.3 The meeting appreciated progress made by the AAO/SG in the implementation of Conclusions and Decisions. In order for AAO/SG to report efficiently and in a timely manner, the Group recognized the need for States to improve the flow of information provided to ICAO Regional Offices regarding the status of implementation.

Planning and implementation

2.4 The meeting noted the various challenges being experienced by the AAO/SG, specifically effective and efficient implementation of APIRG projects. The status of implementation of AAO/SG Projects is presented in the Appendix XX to this report. In consideration of the fact that

not much progress has been made in the implementation of the projects due to various reasons, the Group considered the relevance of the projects in line with the GANP and current regional challenges and determined projects validity and possible merge, adjustment or cancellation.

AFI ATM Master Plan

2.5 The meeting noted that all activities listed to be taken were components of the Global ATM Operational Concept (Doc 9854), for which the development of a comprehensive Regional ATM Master Plan was required. It was found that development of the Master Plan, encapsulating the expected outcomes, and appropriately linked to national ATM Master Plans, would be a more prudent approach. In this regard, the meeting formulated the following Decision:

APIRG/23 Decision 23/01: Establishment of an AFI ATM Master Plan Project Management Team (AAMP PMT)

That, in order to foster the development of the AFI ATM Master plan required to provide the roadmap for the implementation of a seamless AFI ATM system,

- a) An AFI ATM Master Plan Project Management Team (AAMP PMT) is established.**
- b) The composition and tasks assigned to the Project Team are in Appendix 3 to the meeting report and may include any other identified experts from the region.**

CONOPS for Free Routing Airspace Implementation in AFI

2.6 With regard to APIRG/21 discussions on issues on improved operations through Enhanced En Route Trajectories under ASBU modules, the meeting noted with appreciation that some AFI FIRs in the region were already implementing free routing trials. It was recognized that the region should build on the experience gained in other such initiatives e.g. Atlantic Ocean Random Routing Area (AORRA) and Arabian Sea Indian Ocean (ASIO) User Preferred Routing (UPR). It was also agreed that AAO/SG would facilitate implementation actions by States and ANSPs that were ready to commence free routing trials, and coordinate such trials between the applicable FIRs. Emphasis was laid on the importance of working together to ensure that large portions of airspace covering multiple FIRs implement FRA, in order to realize significant benefits for users.

2.7 The Meeting was informed that with regard to ICAO SARPs and lessons learnt from the current implementation of DRO in the AFI region and from different regions around the World, the Secretariat and IATA proposed a draft Concept of Operations (CONOPS) for Free Routing Airspace (FRA) which can provide a framework for a safe and harmonized implementation for FRA in AFI States. The Draft AFI FRA concept of operations is contained in Appendix 2 to the meeting report. The meeting also discussed the need to extend the participation in the established East Africa FRA case study project to additional States. The meeting therefore formulated the following Conclusion to support FRA implementation.

APIRG/23 Conclusion 23/02: Prioritization of Free Routing Airspace implementation

That, in order to support the recovery of aviation industry from the divesting financial impact of COVID 19, reduce aviation environmental footprint, and contribute to the attainment of ICAO strategic objectives,

- a) States are encouraged to prioritize Free Route Airspace (FRA) implementation;
- b) ICAO Regional Offices and IATA conduct an awareness workshop on Free Routing Airspace implementation.

AFI RVSM Collision Risk Assessment 13 Report

2.8 The meeting recalled ARMA's mandate and was updated on the total vertical collision risk against a TLS of 5×10^{-9} fatal accidents per flight hour and list of CRA Reports. Concern was expressed on the few provision of data by FIRs and the persistent deficiencies in the AFI Region, in particular those affecting the safety of aircraft operations. The meeting recalled the APIRG/22 & RASG-AFI/5 Conclusion 1/04 related to RVSM Airspace Monitoring, on the requirement for States to provide monthly data to ARMA. Noting that most national RVSM focal points require training on what type of data is required by ARMA, the meeting formulated the following Conclusion:

APIRG/23 Conclusion 23/03: RVSM data returns and Large Height Deviations reporting

That in order to improve the level of States reporting to ARMA:

- a) States update ARMA with their national RVSM Managers details and establish a mechanism to ensure that RVSM monthly data returns and incident investigation reports of large height deviations (LHDs) are provided to ARMA in a timely manner
- b) ARMA provides to States on a regular basis results of the Collision Risk Assessment
- c) ICAO and ARMA conduct an awareness workshop to the State's appointed national RVSM Focal Points, responsible for RVSM data returns to ARMA by end of 2020; and
- d) States carry out an in depth incident investigation to all reported large height deviations.

Status of Implementation of TAG/11 and TAG/12 recommendations

2.9 The meeting was informed of the status of implementation of the recommendations by the TAG/11 and TAG/12 meetings held in Johannesburg, South Africa, on 8 March 2019 and 13 March 2020 respectively, where follow-up actions have been established according to information available at the Secretariat. The Group in recognizing the importance of the AIAG reports for the safety of the AFI region and in accordance with SP AFI/08 Recommendation 4/6, recommended that ICAO should coordinate the communication from AIAG to the concerned States. The Meeting therefore agreed on the following Conclusion:

APIRG/23 Conclusion 23/04: Implementation of TAG and AIAG Recommendation

That in order to have a harmonised implementation of the TAG and AIAG recommendations and improve the target level of safety in the AFI airspace:

- a) States concerned are urged to implement the AIAG/17 and AIAG/18 recommendations in the aim to reduce the high level of incidents and provide feedback to ICAO Regional Offices by 31 January 2021;
- b) ICAO Regional Offices coordinate the communication from AIAG to the identified States with deficiencies; and
- c) ICAO Regional Offices forward the TAG/11 and TAG/12 Reports to States and urge

them to implement the applicable recommendations in a timely manner.

PBN Implementation

2.10 With regard to PBN implementation, the meeting was informed that some States submitted national PBN implementation plans to the ICAO Regional Offices, some of them being based on the old template. The meeting requested the Regional Offices and AFPP to conduct a survey on PBN flight procedure and CCO/CDO implementation in the AFI region. The meeting therefore formulated the following Conclusion:

APIRG/23 Conclusion 23/05: Implementation of PBN

That in order to improve the level of PBN implementation:

- a) **ICAO and AFPP conduct a National PBN Implementation Plan (NPIP) development virtual workshop aiming to assist States in developing/updating their NPIP by end of 2020.**
- b) **ICAO and AFPP conduct a survey on PBN flight procedure and CCO/CDO implementation in the AFI region by end of 2020.**
- c) **States that have not yet developed their National PBN Implementation Plan (NPIP) coordinate with the ICAO Regional Offices and AFPP for assistance.**
- d) **States that have already developed their NPIP review their NPIP as a matter of urgency in order to align them with the new ICAO NPIP format.**

PBCS Monitoring

2.11 Considering all that is required for the implementation of PBCS in the region, the meeting noted the need to provide necessary expertise for both functional areas (RVSM and PBCS), as well as associated support to States and service providers as applicable. The AAO and IIM Sub Groups were tasked to coordinate the establishment of PBCS implementation team to finalize the draft AFI region PBCS plan, and develop an implementation roadmap. The meeting therefore formulated the following conclusion and Decision.

APIRG/23 Decision 23/06: Development of the AFI region PBCS plan and establishment of PBCS implementation team

That in order to have a coordinated approach to PBCS implementation:

- a) **A PBCS implementation Team is established;**
- b) **The AAO and IIM Sub-Groups coordinate with the established PBCS implementation Team to finalize the draft AFI region PBCS plan, provide awareness, develop an implementation roadmap in collaboration with States and stakeholders, and align with the AFI vision document, CONOPS and ATM Master Plan by 31 May 2021.**
- c) **ICAO Regional Offices in coordination with AFI Regional Monitoring Agency (ARMA) provides necessary expertise for both functional areas (RVSM and PBCS), as well as associated support to States and service providers as applicable.**

ASCAAR

2.12 The meeting noted the progress made in the implementation of the AFI Secondary

Surveillance Radar (SSR) Code Allocation and Assignment Review (ASCAAR) Project. The ICAO Regional Offices will circulate a Letter requesting States to appoint the ASCAAR project focal points as a matter of urgency to ensure project coordination and implementation in line with the APIRG 22 timelines.

SAR

2.13 The meeting was updated on the progress made in the implementation of the Search and Rescue Project under the AFI Plan. Lack of appointment by States of SAR Points of Contact (SPOC), was identified as the main cause of slow progress on implementation of key elements of ae SAR system. The meeting was updated on actions taken by ICAO through the AFI plan SAR project and in collaboration with AFCAC to assist States for the establishment of an efficient, robust and operational SAR organisation. ICAO conducted a three-day SAR workshop on 8-9 October, and 12 November 2020 to foster SAR implementation in the AFI region. The table in Appendix XX provides a snapshot of States which responded to a SAR gap analysis conduct by workshop to find out the actual status of SAR implementation in the AFI region. The meeting therefore formulated the following Conclusion:

APIRG/23 Conclusion 23/07: Appointment of State SAR Points of Contacts and submission of National SAR Plans

That in order to expedite the implementation of key SAR elements and ensure an effective coordination of SAR in the region,

- a) States which have not yet done so to nominate SAR Point of Contact (SPOC) and communicate the nominees to the ICAO Regional Offices as a matter of urgency;**
- b) States establish National SAR Coordinating Committee and ensure implementation of the SAR improvements.**
- c) States that have not already done so complete and submit National SAR Plans to their ICAO Regional office by 31 March 2021;**
- d) The ICAO Regional Offices coordinate the development of a harmonized AFI Regional SAR plan.**

Civil/Military Cooperation and Coordination

2.14 The meeting noted the importance of fostering improved efficiency in airspace management through civil/military coordination, and formulated the following conclusion:

APIRG/23 Conclusion 23/08: Improved civil/military coordination:

That in order to improve civil/military coordination:

- a) ICAO conduct a Civil/Military cooperation workshop by 30 April 2021.**
- b) States establish Civil / Military Cooperation Committees, develop Civil/Military Manual and Standard Operating Procedures and a Memoranda of Cooperation (MOC) by end of 2020.**

Overflight Clearance Permission

2.15 The meeting recalled provisions of Article I section 1 of the Chicago Convention

which requires each contracting State to grant other contracting States the privilege to fly across its territory and; landing for non-traffic purposes. It was recommended to States to develop a standardized and simple format to be used as an application tool to be forwarded to an automatic self-generating permit approval number.

2.16 South Africa reiterated that the processes for granting OVFC varied from one country to another, dependant on many prevailing circumstances including security considerations, and involved different national agencies and authorities. In order to foster improvement in the approval process of over flight clearances, the meeting formulated the following Conclusion;

APIRG/23 Conclusion 23/09: Process and Procedures for Overflight Clearances

That, in order to foster improvement in the approval process of over flight clearances and in view of the COVID-19 pandemic restart and recovery,

- a) States are encouraged to review their authorization procedures for overflight clearance (OVFC) for civil aircraft with a view to granting speedy approval to scheduled and non-scheduled flights.**
- b) States are encouraged to publish a (globally) simplified and standardized process taking advantage of automation in order to expedite OVFC approval process and issuance of overflight clearance/permits**
- c) States are encouraged to include provisions for overflight clearance (OVFC) and non-traffic stops in the Bilateral Agreements (BASA) and Multilateral Agreements to include such exceptions as may be suitable for their airline's operations.**

Status of implementation of Aerodrome Operations Projects and ASBU Modules

2.17 The meeting was updated on the status of implementation of Projects and ASBU modules related to aerodrome operations as well as challenges faced in the implementation. The meeting noted that few responses had been received so far from States, feedback on Projects Teams activities remained low, and the review of the composition of the Project Teams.

2.18 The meeting was informed that the aerodrome certification project design and implementation covers both oversight and SARPs implementation aspects (covered by AAO/SG activities). The meeting therefore noted the merging of some projects under the aerodrome certification project (see Appendices 3 and 4 of the report). This will avail more resources and improve the efficiency of the Projects implementation. The meeting therefore formulated the following Conclusion and Decision:

APIRG/23 Conclusion 23/10: Implementation of Aerodrome Operations Projects and ASBU Modules

That in order to improve the Projects implementation efficiency and avoid duplication of efforts, and based on linkages between Projects, Projects 2, 3, 4, 5 and 7 are merged with the aerodrome certification Project as per Appendices 3 and 4 to the report.

APIRG/23 Decision 23/11: Implementation of Aerodrome Operations Projects and ASBU Modules

That to foster the implementation of the Projects

- a) The Project Teams composition have been revised.**
- b) Project Teams are tasked to coordinate the development/or revision of project documents and implementation strategies in collaboration with the Secretariat before end of 2020;**
- c) Project Teams report quarterly on the progress made in the implementation of the projects to the AAO-SG; and**
- d) The Secretariat circulate a follow-up State Letter to concerned States and organizations, requesting the formal nomination of the Project Teams members and reminding them to provide adequate support to the Project Teams activities.**

Amendments to ICAO Annex 14 Volumes I and II and PANS-Aerodromes

2.19 The meeting noted the Amendment 15 to Annex 14, Volume 1 (Aerodrome Design and operations); amendment 9 to Annex 14, Volume II (Heliports) and amendment 3 to the Procedures for Air Navigation Services (PANS) - Aerodromes (Doc 9981), were adopted by the Council at its 219th Session, with 20 July 2020 as the effective date and 5 November 2020 as the applicable date. The meeting recalled the need for States to take appropriate actions.

Global Format for Reporting of Runway Surface Conditions (GRF)

2.20 The meeting was update on the outcomes of the Conclusion 22/41 related to the Implementation of the Runway surface conditions (GRF). The meeting noted that despite several initiatives (workshops, training, etc.) conducted by ICAO and other Partners, the level of implementation and stakeholder's involvement/commitment remains low in the States. Few States in addition reported the status of implementation of the GRF provisions to the ICAO Regional Offices. The meeting therefore urged States to implement the APIRG's Conclusion 22/41.

COVID 19 - ICAO CART Recommendations related to the AAO/SG Activities

2.21 The meeting was informed that the AAO/SG3 was updated on the ICAO Council Aviation Recovery Task Force (CART) report recommendations related to the AAO/SG activities to support the restart and recovery of the air transport industry. The meeting discussed safety measures and other guidelines and tools of the matter of interest of the Sub-Group activities including the Public Health Corridor (PHC) Implementation Initiative, the Global Implementation Roadmap (GIR), the Implementation Packages (iPACKs); and COVID-19 Response and Recovery Implementation Centre (CRRIC). The meeting then agreed on the following conclusion.

APIRG/23 Conclusion 23/12: *CART Recommendations relevant to AAO/SG Activities*

That, to support the Restart and Recovery of the air transport industry:

- a) **States are urged to ensure appropriate implementation of the CART recommendations of relevance to Airspace and Aerodrome Operations;**
- b) **States monitor, document, and report their progress through the CRRIC; and review NOTAMS to ensure their updates along the resumption of air operations.**

Air Navigation Infrastructure Gap Analysis

2.22 The meeting discussed the 2019 Aviation Infrastructure for Africa Gap Analysis, for which purpose, information was gathered through a detailed States survey, and complemented with material from the ICAO database and other sources. The questionnaire used for the survey and the outcomes of the Workshop as well as the methodology used for the Gap analysis, were reviewed by the meeting. The meeting therefore formulated the following Conclusion and Decision.

APIRG/23 Conclusion 23/13: *Endorsement of the survey questionnaire for the conduct of Air Navigation Infrastructure Gap Analysis*

That to harmonize the conduct of the Aviation Infrastructure Gap Analysis, the survey questionnaire pertaining to Airspace and Aerodrome Operations for the conduct of Aviation Infrastructure Gap Analysis is endorsed.

APIRG/23 Conclusion 23/14: *Data collection for Air Navigation Gap analysis*

That to speed the implementation of the outcomes of the 2019 Aviation Infrastructure for Africa Gap Analysis Workshop,

- a) **The ICAO Regional Offices circulates letters to States for data collection for the 25-years gap analysis horizon exercise; and**
- b) **States are urged to respond to the questionnaire upon reception of States letters.**

The AFI Air Navigation Plan (ANP)

2.23 The meeting noted the update of the AFI Air Navigation Plan (ANP) and related amendment processes. States were encouraged to review and amend when necessary the information contained in the Volumes I and II of the AFI ANP, in accordance with the established procedures for amendment (PfAs) of the AFI ANP; and provide timely inputs to ICAO ESAF and WACAF Regional Offices on Volume III, once the PfA is circulated. The meeting was finally updated on the Sixth Edition of the GANP with the updated ASBU framework and the initial version of the Basic Building Blocks (BBBs) framework.

The AFI Air Navigation Reporting Forms

2.24 The meeting appreciated the work done by the Secretariat in updating the AFI Air

Navigation Report Forms (ANRFs). However, it was noted that, the reporting by AFI States of implementation progress called for under the APIRG Conclusion 20/05 was still limited and that the level of responses on surveys conducted by the ICAO Regional Offices to collect information on the ASBU implementation was still very low. In order to provide assistance to States in filling the ANRF, the meeting agreed on the following Conclusion.

APIRG/23 Conclusion 23/15: *Establishment of mechanism for air navigation reports*

That in order to provide assistance to States in filling the ANRF:

- a) **ICAO Regional Offices organize a workshop to sensitize States on filling of ANRF be organized by 31 March 2021**
- b) **States establish a mechanism for the collection of data to ensure annual reporting to the ICAO Regional Offices of air navigation upgrades, improvements and modernization, in particular information on status of implementation of ASBU modules.**

AFI Air Navigation Deficiency Database

2.25 The meeting noted the progress made in the implementation of the Conclusion 22/32 urging ICAO to expedite the operationalization of the AFI Air Navigation Deficiency Database. The meeting reviewed the AANDD management process developed by the Secretariat (Appendix 5 to the meeting report), aiming to coordinate the collection and management of deficiencies as well as the revised list of minimum reporting areas pertaining to the AAO/SG.

2.26 The meeting was updated on the ongoing works aiming to improve the database. In preparation of the States Focal Points training, the meeting was informed that a State Letter, requesting the nomination or confirmation of Focal points who will be granted with access credentials for interaction with the AANDD, was sent with few responses.

AAO/SG contribution to the APIRG Annual Report

2.27 The meeting noted the AAO/SG contribution to the APIRG Annual Report (ANR) and recalled the need for States to report efficiently and in a timely manner, by improving the level of information provided to ICAO Regional Offices with regard to the implementation. In addition to information provided by States, International organizations, including those of airspace users, airports and ANSPs, should support the Secretariat by sharing information. The meeting was informed that a survey questionnaire was submitted to States to provide inputs for the publication of the first AFI ANR.

Terms of reference (ToR), composition and future work programme of the AAO/SG

2.28 The meeting was updated on the participation of States and Organizations to the Sub-Groups activities. Indeed, few States and Organizations that have been identified to provide core expertise as per the APIRG Conclusion 21/06, have done so up to now; while several new States showed at the same time their interest to contribute to the Sub-Group activities. The meeting therefore formulated the following conclusion.

APIRG/23 Conclusion 23/16: *Nomination to AAO/SG Core Membership*

That in order to maximize active participation of States in the APIRG projects, States willing to contribute to the Sub-Group activities as core members, should send letters of nomination with the CVs of the nominees to the ICAO Regional Offices.

Outcome of the Third meeting of the APIRG Infrastructure and Information Management Sub-Group (IIM/SG3)

2.29 The Third meeting of the APIRG Infrastructure and Information Management Sub-Group (IIM/SG/3) was held virtually from 12 to 14 October 2020.

2.30 The meeting was attended by two hundred and fifteen (215) participants comprising representatives of thirty-one (31) States, five (5) Air Navigation Service Providers (ASECNA, ATNS, GCAA, KCAA, SODEXAM) and two (2) international airlines association (AFRAA & IATA). Discussions were conducted in English and French languages with simultaneous interpretation.

2.31 The meeting conducted in the English and French languages ,with simultaneous interpretation, adopted and discussed eight (08) agenda items.

Review of the Conclusions/Decisions of the Second meeting of the APIRG Infrastructure and Information Management Sub-Group (APIRG IIM SG/2)

2.32 The meeting reviewed the status of implementation of the Conclusions and Decisions of the Second Meeting of the APIRG IIM Sub Group held in Dakar, Senegal from 09 to 11 July 2018 and noted that while some conclusions were successfully implemented, others were yet to be completed. The meeting therefore urged States/Organizations to undertake the effective implementation of the outstanding conclusions and decisions of the APIRG IIM SG 2nd and other previous meetings.

2.33 The meeting expressed concern on the low pace of participation of project team members to the activities of the project and noted the lack of response to Project Team Coordinator (PTC) requests for project coordination. Therefore the Secretariat was requested to circulate the list of IIM Projects Teams to States/Organizations and encourage States to confirm their nominees and assess the expertise, availability, commitment and participation as project Team members.

2.34 The meeting also encouraged States to notify the Secretariat in any instance of unavailability of appointed experts.

The following conclusion was formulated:

**APIRG/23 Conclusion 23/17: Participation in the activities of APIRG IIM SG
Project sTeams**

That;

In order to increase the efficiency of the work of the APIRG IIM SG,

- a) States/Organization members of the APIRG IIM SG:**
 - i) Update the Secretariat and confirm their nominees with contact details by 29 January 2021**
 - ii) Verify the expertise, availability, commitment and participation of their nominated experts**
 - iii) Take advantage of the available teleworking tools to ensure their effective and continuous participation in the activities of the IIM Sub Group and notify the Secretariat of instances of unavailability of appointed experts;**
- b) APIRG IIM SG Chair and vice chair convene quarterly PTCs coordination meetings to assess the progress made and identify the challenges, the first meeting being conducted before 14 January 2021.**

2.35 The meeting was informed that the survey questionnaires developed by some Project Teams were not yet forwarded to States for completion and therefore invited the Secretariat to disseminate the survey documents. States were invited to respond to the questionnaires in a timely manner and to take the necessary measures for the effective and active attendance of their experts in the APIRG IIM Projects activities

The following conclusion was formulated:

**APIRG/23 Conclusion 23/18: Effective and efficient coordination of the IIM
Projects activities**

That;

In order to efficiently contribute to the APIRG IIM projects activities and to ensure their timely completion:

- a) The Secretariat distributes the projects survey questionnaires by 16 November 2020;**
- b) States:**
 - i) Respond to the survey questionnaire before 31 March 2021; and**
 - ii) Continuously take the necessary measures for the effective and active attendance of their experts in the APIRG IIM Projects activities**

Review of the outcome of the APIRG/22nd meeting

2.36 The meeting was presented with the Conclusions and Decisions of the APIRG/22 meeting held in Accra, Ghana from 29 July to 2 August 2019 with focus on those addressing the areas pertaining or linked to AIM, CNS and MET.

AIM Matters

2.37 In the area of Aeronautical Information Management AIM the meeting was provided with an update on the AIM Project to support States in the implementation of quality management system (QMS) in a digital/electronic AIM environment through the establishment of an “AIM Go-Team for the AFI Region”.

2.38 The meeting was informed that the project document was currently under review for submission to the AFI Plan Steering Committee for further consideration.

CNS Matters

2.39 The meeting reviewed the outcome of the APIRG/22 meeting pertaining to the area of Aeronautical Communication, Navigation, Surveillance and Spectrum (CNS) and commended the good progress of the implementation of AIDC, AMHS and ADS-B space in the AFI Region.

2.40 The meeting discussed different initiatives by States and industry. In this regard, the meeting agreed on the need to integrate the implementation of those Regional initiatives in the framework of the APIRG projects approach.

2.41 Furthermore, the meeting discussed the sustainability of aeronautical infrastructure and information systems, and noted the need to continue and reinforce the cooperation and harmonization in planning and speeding up implementation, operation and monitoring of interconnected systems.

The following Conclusion was formulated:

APIRG/23 Conclusion 23/19: Cooperation and harmonization in planning implementing, operation and monitoring

That;

In order to build sustainable aeronautical infrastructure and information systems, States/Organizations:

- a) **Take the appropriate measures and actions aimed at integrating their implementation programme/plans into Regional initiatives promoted by the framework of APIRG projects approach;**
- b) **Reinforce cooperation and harmonization in planning and speed up implementation, operation and monitoring of interconnected systems.**

MET Matters

2.42 The Secretariat presented the outcome of the APIRG/22 meeting in the area Aeronautical Meteorology (MET) which gave emphasis to the need for coordination under MET Project 2 and informed the meeting that Senegal had effectively appointed two experts to take the role of the Project Team Coordinators for MET Project 2.

2.43 The meeting was further briefed of the APIRG/22 discussions pertaining to the dissemination of meteorological information in the ICAO Meteorological Information Exchange Model

(IWXXM). In this regard, a summary of the AFI IWXXM workshop conducted from 15-16 September 2020 was provided to the meeting. The workshop highlighted the importance of the global document adopted by the ICAO MET Panel (METP) in 2016 entitled- “Guidelines for the Implementation of OPMET Data Exchange using IWXXM”, and informed the meeting of the draft AFI version developed to cover regional requirements.

2.44 The meeting also reminded States of previous APIRG Conclusions and of the need to take the necessary steps to expedite the development and implementation of IWXXM capabilities.

The following conclusion was formulated:

APIRG/23 Conclusion 23/20: AFI IWXXM Implementation Guideline and development of capabilities of handling OPMET data in digital format

That;

In the framework of the ICAO Annex 3 provision related to the IWXXM, and to improve the exchange of OPMET data in digital format,

- a) The Secretariat, with the support of the coordinators and members of MET Project 1 take the appropriate measures and steps to ensure that the AFI IWXXM Implementation Guideline document as contained in Appendix E is finalized and submitted to APIRG for adoption and then made available to States not later than 15 January 2021;**
- b) States be invited to expedite the development of IWXXM capabilities for exchange of OPMET data in digital format to meet the implementation date in accordance with ICAO Annex 3;**
- c) States that have developed capabilities for exchange of OPMET data in digital format are encouraged to enter into bilateral/multilateral agreements for testing of their systems; and**
- d) COM Project 2, consider the provision of the AFI AMHS Manual and integrate an appendix focusing on the AMHS Profile for OPMET IWXXM in line with the EUR AMHS Manual.**

Coordination between AAO and IMSGs

2.45 The meeting was informed that APIRG/22 addressed technical issues related to the IATA survey on Aeronautical Mobile Service (AMS) and implementation of Performance Based Communication and Navigation (PBCS) and therefore noted the need to increase the liaison between the two APIRG Sub Groups i.e. AAO and IIM Sub Groups. In this regard, PTCs were encouraged to regularly review their project document, with the aim to identify and act upon IIM projects linkage with AAO Projects and circulate a linkage matrix amongst Projects Teams in order to prevent duplication and ensure harmonization of the implementation of ASBU modules and threads.

The following Conclusion was formulated:

APIRG/23 Conclusion 23/21: Coordination of Regional AAO and IIM Projects

That;

In order to comply with ANS operational requirements;

- a) **Each PTC with the support of the Secretariat regularly reviews the project document, identify and act upon IIM project linkage with AAO Projects and circulate a linkage matrix amongst Projects Teams;**
- b) **The Projects Teams identify coordination actions to be undertaken in order to prevent duplication and ensure harmonization of the implementation of ASBU modules and threads.**

Funding of IIM Projects

2.46 The meeting was also informed that APIRG 22 discussed issues related to the mechanisms and opportunities of funding IIM Projects and took note of the summary of the requirements of the African Development Bank (AfDB) in its contribution to APIRG/22.

2.47 The summary of the contribution of the African Development Bank (AfDB) to APIRG/22 was presented to the Sub Group. The presentation focused on the financing options for regional projects that should comply with the following:

- a) Regional approach preferred
- b) Involvement of private sector encouraged through PPP
- c) Co-financing
- d) Projects included in a Master Plan

2.48 In consideration of the APIRG Conclusion 22/34: Organization of a Round Table for APIRG *Projects Funding* approved by APIRG 22, the meeting urged Project Teams to expedite the finalization of the projects initiation documentation and project cost estimation for consideration by the APCC and APIRG for funding.

The following Conclusion was formulated:

APIRG/23 Conclusion 23/22: IIM Projects Package for Funding

That;

In order to facilitate IIM Project funding,

- a) Projects Teams expedite the finalization of the projects initiation documentation (Description, Organization, Term of Reference, Business case, Plans, questionnaires, projects inter linkage....) and project cost estimation for consideration by the APCC and APIRG;**
- b) The APCC review the consolidated package of IIM projects for submission to APIRG;**
- c) The APIRG Chair with the assistance of the Secretariat and AFCAC promote the package of IIM projects to funding organizations**

Status of implementation of the AFI IIM Regional projects adopted by APIRG

Aeronautical Information Management Projects

2.49 Under this Agenda Item, the meeting was provided with the status of implementation of AIM Projects presented by Kenya, the PTC of AIM Project 1- Assessment and development of QMS applied to AIM in AFI States and ASECNA on behalf of Benin, PTC for AIM Project 2- Implementation of Aeronautical Information Exchange Systems (AIXM) (AFI).

2.50 The Teams developed the project documents (Project Description, Project Organization, project Questionnaire...), planned activities associated with deliverables for the 2021-2023 period and AIM Project 1 conducted a survey to establish the levels of compliance and implementation of AIM-QMS.

2.51 The meeting was reminded that as a technical matter involving interoperability concerns, the successful implementation of AIXM requires the effective participation of a set of experts sufficiently representative of the region.

2.52 The meeting requested the Secretariat to provide guidance on the implementation of the Go-Team activities in the AFI and to distribute the updated questionnaire for States' completion by the end of the first quarter of year 2021.

2.53 States were encouraged to nominate AIM focal point(s) to the PTC and to express their willingness to participate in the Regional AIM QMS Go-Teams by providing subject matter experts.

The following Conclusion was formulated:

APIRG/23 Conclusion 23/23: Coordination and guidance on the implementation of AIM Go-Team activities in AFI States

That;

For the successful implementation of the activities of the “AIM Go-Team for the AFI Region”;

- a) The Secretariat provides the project with guidance on the implementation of the Go-Team activities in the AFI States and distributes the updated questionnaire for States to respond not later than 31 March 2021;**
- b) States, in consideration of the slow progress made in the Region’s effective implementation of QMS in AIM, undertake the necessary action not later than 14 January 2021 to expedite this activity through:**
 - i) Nominating AIM focal point(s) to the PTC and copy to the IIM Secretariat; and**
 - ii) Expressing their willingness to participate in the Regional AIM QMS Go-Teams by providing subject matter experts.**

2.54 During this meeting there was no report on AIM Project 3- *Implementation of the provision of electronic terrain and obstacle data (e-TOD)* in the AFI Region, since the appointed PTC from Nigeria was absent and did not give any information on the project. The corrective action in this regard is envisaged in Conclusion 3/05: *Operationalization of the APIRG IIM SG COM Project 2 and AIM Project 3* of the IIM/SG 3rd meeting.

Aeronautical Communication Navigation Surveillance and Spectrum Infrastructure and Systems

Communication Projects

2.55 The meeting was updated on the work carried out by Project Teams in the area of Aeronautical Fixed and Mobile Services. This update was provided by Mali PTC COM Project 1- *Implementation of Ground/Ground Communication (ATS/DS, AIDC, VoIP)*; South Africa PTC COM Project 3- *Implementation of Air/Ground communication (HF/VHF voice data, CPDLC)*; ASECNA on behalf of Togo PTC for COM Project 4-*Integrated Aeronautical Telecommunication Infrastructure*; and Côte d’Ivoire for COM Project 5-*Assesment of cyber safety and resilience of the ANS system in the AFI Region*.

2.56 The PTCs presented to the meeting the status of progress (Development of baseline documents, completion of the development of the survey questionnaires ...) the tasks assigned to the Projects, identified the challenges and informed on their intend future actions.

2.57 In view of coordination for projects harmonization, the meeting agreed to establish a Project Team Coordinator Core Team tasked to develop the IIM Projects Master Plan, to track all the IIM Projects activities and provide periodic reports.

The following decision was formulated:

APIRG/23 Decision 23/24: Development of IIM Projects Master Plan

That,

In order to facilitate IIM Projects planning implementation and monitoring, A Project Team Coordinator Core Team (South Africa, Cameroon, Cote d'Ivoire and Uganda) is established with the assistance of the Secretariat under the supervision of Chair and Vice Chair to develop the IIM Projects Master Plan by 31 July 2021; track all the IIM Projects activities and provide quarterly reports.

2.58 The meeting was informed of the status of implementation of the AFI navigation services Cyber safety and resilience project with 75 % of the project tasks defined in the initial planning completed.

2.59 An ICAO Regional workshop on Cyber Safety and Resilience for Air Navigation Systems with Tabletop Exercise was held at the ICAO Regional Office in Nairobi, Kenya from 3 to 5 December 2019, to foster a cyber-safety culture that promotes a resilient and secure cyberspace for ANS.

2.60 The meeting emphasised on the need to] '[continue training of technical personnel to reinforce their capability in cyber securing ANS systems.

The following conclusion was formulated

APIRG/23 Conclusion 23/25: Cyber Safety and Resilience of the Air Navigation Systems

That;

- a) **In order to increase States/Organizations technical personnel capability in cyber securing ANS systems,**
- b) **ICAO with the collaboration of the industry within the framework of the APIRG mechanism, increase its support in activities aimed at raising awareness of ANS Cyber safety and resilience through webinars/workshops/seminars on Cyber safety and resilience of ANS systems for the AFI Region.**

2.61 During this meeting there was no report on COM Project 2-*Implementation of Ground/Ground communication (AFTN, AMHS)*, since the appointed PTC from Nigeria did not provide any information on the project.

Navigation Project

2.62 The meeting was provided by the PTC appointed by Cameroon with the update on the Navigation Project. The Team reported to have finalized the development of a questionnaire aiming to gather information on the deployed radio navigation and GNSS infrastructure, and to assist in identifying the availability and reliability of these systems in the AFI region.

Surveillance Project

2.63 Ghana PTC of Surveillance project, reported to the meeting the effective completion of the development of the survey questionnaire aimed to gather information on the deployed surveillance infrastructure as well as access the possibility of sharing surveillance data between neighboring States.

2.64 The PTC reported on initiative for Surveillance Data Sharing in the airspaces along the Gulf of Guinea among Four (4) ANSPs namely, ASECNA, Ghana Civil Aviation Authority (GCAA) Nigeria Airspace Management Agency (NAMA) and The Roberts FIR. The four ANSPs have signed some initial Memorandum of Cooperation (MoC) and have a roadmap for implementation. This Roadmap has also been affected by the COVID-19 pandemic. Though this initiative does not cover the entire AFI, region, it is the belief that the experiences gained by such an initiative can be shared with other states in the hope that it would encourage them to follow suite.

Spectrum Project

2.65 The progress of the aeronautical Frequency Management Project – SPEC project including the scope and the actions conducted, was presented to the meeting by Uganda, PTC of the project. The meeting noted the challenges faced by the SPEC Project Team members and identified a need to review the draft Terms of Reference, Project Description and the Project planning document.

2.66 The meeting was then informed about the ITU preparatory work plan for WRC-23 (4 topics & 19 agenda items), the outcome of the 1st ATU Preparatory Meeting for the WRC-23 and noted the key lessons learnt from WRC-19, the work plan and leadership of ATU to WRC-23 and ATU strategic plan elements including ATU COVID-19 action as well as the outcome of the 10th ICAO Frequency Spectrum Management Panel Working Group (FSMP WG/10) meeting held from 17- 26 August 2020, to discuss the draft ICAO position for the International Telecommunication Union World Radiocommunication Conference 2023 (ITU WRC-23).

In the framework of the preparation of ITU WRC-23 the following conclusions was formulated:

APIRG/23 Conclusion 23/26: Preparation of ITU WRC-23

That;

- a) **In order to promote ICAO Position and ensure the proper protection of aeronautical spectrum,**
- b) **States/Organizations when provided with the ICAO Position for ITU-WRC-23 Agenda Items on aeronautical spectrum requirements, start as soon as possible, the work for the preparation of WRC-23 and, based on the lessons learnt from the last WRCs, reinforce their collaboration with the sub Regional Association of National Regulators of Telecommunication and work closely with ATU.**

Aeronautical Meteorology Project

2.67 The PTCs for MET Project 1, from South Africa and MET Project 2 from Senegal presented the activities of their Projects and on the draft reviewed Terms of References that had been developed. The presentation from MET Project 1 also highlighted the low level of participation by States in the 2019 AFI Regional SIGMET tests and emphasized the importance of States' participation in the 2020 SIGMET Tests.

2.68 In addition, the meeting also noted the decision made by the ICAO METP/4 pertaining to the WMO guideline for MET Quality Management System (QMS) implementation.

2.69 Furthermore, the meeting adopted the Terms of Reference of MET Project 1 and

MET Project 2 and their Projects deliverables for 2021-2022 in order to expedite the work assigned to AFI IIM MET Projects.

The following conclusions was formulated:

APIRG/23 Conclusion 23/27: Adoption of the MET Project 1 and MET Project 2 Terms of Reference and their Projects deliverables for 2021-2022

That;

In order to expedite the work assigned to AFI IIM MET Projects:

- a) **The proposed MET Project 1 and MET Project 2 Terms of References and their associated project deliverables are adopted as contained in Appendices XX;**
- b) **In consideration of the ICAO METP/4 Decision 8/1 which calls for the discontinuation of the Manual on the Quality Management System for the Provision of Meteorological Service for International Air Navigation (ICAO Doc 9873), States/Organizations are encouraged to discontinue the use of ICAO Doc 9873 and use WMO No. 1100;**
- c) **AFI States and Organizations are encouraged to participate in the annual AFI SIGMET Tests.**

Challenges and impediments

2.70 The main challenges noted by PTCs in the conduct of the projects have been identified as but not limited to the following:

- a) Challenges already identified by APIRG /22;
- b) Limited involvement of experts nominated to the groups as well as the lack of response to questionnaires by some States;
- c) Lack of awareness of Team members about subject matters (Cyber safety and resilience of ANS, AMHS, VoIP, AIDC ...);
- d) Technical network connectivity challenges (via Teleconference, GoToMeeting, Skype)

2.71 The meeting invited the Secretariat to disseminate the questionnaire documents and invited States to respond to the questionnaire in a timely manner and to take the necessary measures for the effective and active attendance of their experts in the APIRG IIM Projects activities

Air Navigation Planning, Deficiencies and Reporting in the AIM, CNS and MET Areas

Air Navigation Planning e-ANP in the AIM, CNS and MET Areas

2.72 The Secretariat reminded the meeting of APIRG21 which shared the outcomes of the 2017 Regional Awareness Seminar on the AFI Air Traffic Management (ATM) Volcanic Ash Contingency Plan (VACP), and also APIRG Conclusion 21/35 which urged States to develop and conduct Volcanic Ash exercises using the guidance contained in Appendix F of ICAO Doc 9766 (Handbook on the International Airways Volcano Watch (IAVW)).

2.73 The meeting was reminded of the importance of collaborative decision-making (CDM) and involvement of all relevant stakeholders when mitigating the hazards posed by volcanic

ash.

The following conclusion was formulated:

APIRG/23 Conclusion 23/28: Development of Volcanic Ash Contingency Plans and conduct of Volcanic Ash exercises in the AFI Region

That,

In view of the need for the provision of information to airlines and en-route aircraft before and during a volcanic eruption:

- a) **The State Volcano Observatories in Table MET I-1 provide their updated contact details to the Secretariat by 29 January 2021 for sharing with the States/Organizations;**
- b) **States who have not developed volcanic ash contingency plans and conducted Volcanic Ash exercises should do so, using the guidance in the AFI Volcanic Ash Contingency Plan as contained in Appendix H of the AFI Regional ATM Contingency Plan by 30 June 2021; and**
- c) **ICAO assist in planning and conducting a coordinated regional Volcanic Ash exercise by 31 December 2021.**

Air Navigation Deficiencies and Reporting in the AIM, CNS and MET Areas

2.74 The Secretariat presented an overview of the most recent developments pertaining to the AFI Air Navigation Deficiency Database (AANDD) following APIRG22 meeting discussions on the AANDD and the minimum reporting requirements for all air navigation areas. The report included the activities embarked on by the Secretariat to identify the minimum reporting areas for all air navigation disciplines i.e. AIM, CNS, MET, AGA and ATM.

2.75 To highlight on the required information on the air navigation deficiencies and reporting in the AIM, CNS and MET areas, the meeting was presented with the minimum reporting requirements in the AIM, CNS and MET areas by the Secretariat. The Secretariat also indicated that a workshop will be conducted to sensitize States on these minimum reporting requirements as well as the operation of the AANDD web interface. It was also noted with apprehension, that some States had not appointed focal points for the AANDD.

Initiatives by States & Industry

2.76 States and Organizations provided the meeting with initiatives that are being conducted at regional or sub regional level.

2.77 The meeting taking cognizance of the fact that space weather service information is a support to international air navigation as part of ICAO's Global Air Navigation Plan (Doc 9750), was reminded that ICAO amended Annex 3, Annex 15, PANS-ABC and PANS-ATM require the inclusion of the provision of space weather from designated centers.

2.78 It was reported that South Africa (through the South African National Space Agency -SANSa) is the designated Regional Space Weather Centre for the provision of space weather information to national and regional Air Navigation Service Providers (ANSPs) and operators. In this regard, South Africa (SANSa) was requested to lead a new IMSG MET Project to deal with tasks

related to Space Weather.

The following Conclusion was formulated:

APIRG/23 Conclusion 23/29: Establishment of a Regional Space Weather Project

That,

- a) An APIRG IIM MET Project 3-Space Weather Project is established within the IIM SG to guide the implementation of the Annex 3 provision relating to Space Weather requirements within the AFI Region;**
- b) South Africa, hosting the AFI Regional Space Weather Center through the South African National Space Agency (SANSA), coordinate the APIRG IIM MET Project 3; and**
- c) ICAO, after reception of the Project initial document by 31 January 2021, call for nominations of the project team members from interested AFI States/Organizations.**

2.79 The meeting also agreed that a lot of work has to be done by States/Organizations in order to comply with the ICAO Annex 3 requirements for the provision of space weather. Coordination between the Regional Space Weather Centre (SANSA) and States' regulatory authorities, ANSPs and operators was pointed out as a key element to the development of action plans for the implementation of Space Weather requirements.

2.80 The IIM SG3 meeting therefore concluded that the Secretariat and the Regional Space Weather Centre would take the appropriate steps to assist States.

The following conclusion was formulated:

APIRG/23 Conclusion 23/30: Development of action plans for the implementation of Space Weather requirements

That;

On the basis of Annex 3 to the ICAO Convention requirements for the provision of space weather services in air navigation plans,

- a) States/Organizations consider the implications of Annex 3 space weather requirements for AFI States' regulatory authorities, ANSPs and operators' operational policies;**
- b) The designated Regional Space Weather Center (SANSA) liaise with other relevant national institutions in the AFI region to ensure effective coordination;**
- c) The Secretariat, with the support of the designated Regional Space Weather Centre (SANSA), take appropriate actions to assist States to meet the space weather implementation requirements**

2.81 IATA presented the African Indian Ocean (AFI) Aeronautical Information Management Action Group (AIM AG), a multi-stakeholder collaborative forum and initiatives for the purpose of identifying deficiencies and challenges in the AFI aeronautical information and through collaborative engagement between parties develop and implement recommendations and remedial actions. The core membership comprises of ICAO, IATA, IFAIMA and CANSO.

2.82 The meeting noted this initiative and encouraged the group to support the AIM Projects under the IIM SG through sharing relevant AIM AG outcomes and recommendations in order

to harmonize ongoing initiatives and activities in the area of AIM.

The following conclusion was formulated.

APIRG/23 Conclusion 23/31: Africa and Indian Ocean Aeronautical Information Management Action Group (AFI AIM AG)

That;

In order to harmonize ongoing initiatives and activities in the area of AIM:

- a) **States wishing to participate in the AFI AIM AG:**
 - i) **Nominate their Representative/s for the AIM AG and the AIM AG Microsoft Teams Collaboration Platform through e-mail to the AIM AG secretariat (kirkmanl@iata.org);**
 - ii) **Actively participate in the activities of the AFI AIM AG;**
- b) **The AIM AG supports the AIM Projects under the IIM SG through sharing relevant AIM AG outcomes and recommendations**

APIRG IIM SG COM Project 2-Implementation of Ground/Ground Communication (AFTN,AMHS) in Kenya

2.83 Kenya reported on an effective implementation of AMHS and confirmed their availability to assist Centers neighboring to Nairobi for interconnection taking into account the lesson learnt from the challenges encountered since 2014.

2.84 ASECNA provided to the meeting an update on Regional Projects on AFI Aeronautical, AIM and CNS Infrastructure, Systems and Spectrum. In this regard progress was made in the AIS-AIM transition, through the implementation of e-AIP and an Online NOTAMs platform.

2.85 Progress was also noted in the implementation of CNS infrastructure including VSAT Networks modernization and interconnection (AFISNET, CAFSAT, NAFISAT/ SADC.2), implementation of AMHS and AIDC with inter regional connection (Dakar/Recife) and ongoing discussion with Spain and Morocco, conduct of the ASECNA “SBAS for Africa & Indian Ocean” project at preoperational stage as well as the ASECNA ADS-B project that encompasses ground and space based ADS-B.

2.86 Initiative of cooperation were reported such as Cooperation in the Gulf of Guinea (between ASECNA, GCAA, NAMA and the Roberts FIR); AFI North West Area (ANWA) Cooperation; SNMC; ASECNA/ATNS MoU.

2.87 It was agreed that with the support of the Secretariat, cooperation should be reinforced in order to ensure the interconnectivity of CNS systems for the implementation of AIDC and AMHS.

2.88 The meeting took note of the information and encouraged States/Organizations to expedite the implementation of the aeronautical CNS infrastructure and information services to achieve a seamless AFI Airspace and to strengthen cooperation for improvement of the aeronautical CNS infrastructure and systems.

AFI Air Navigation Deficiencies -General

2.89 The meeting noted the progress made in the implementation of the Conclusion 22/32 urging ICAO to expedite the operationalization of the AFI Air Navigation Deficiency Database. The meeting reviewed the AANDD management process developed by the Secretariat (Appendix XX to the report), aiming to coordinate the collection and management of deficiencies as well as the revised list of minimum reporting areas (Appendix XX).

2.90 The meeting was updated on the ongoing actions aiming to improve the database. In preparation of the States Focal Points training, the meeting was informed that a State Letter, requesting the nomination or confirmation of Focal points who will be granted with access credentials for interaction with the AANDD, was sent with few responses. The meeting therefore formulated on the following Conclusion.

APIRG/23 Conclusion 23/32: Endorsement of AANDD Management process and minimum Reporting Areas and nomination of Focal Points

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

- a) The AFI Air Navigation Deficiency Database management process as well as the revised minimum reporting areas are endorsed;**
- b) States and Organizations that have not yet done so, are urged to nominate as a matter of urgency Focal Points for interaction with the AANDD.**

CANSO Response to COVID-19

2.91 CANSO presented to the meeting the initiatives taken by CANSO Africa to assist the air navigation service providers in the region respond to the COVID – 19 impact on air navigation service provision.

2.92 Noting, the number of capacity enhancement programmes provided in the form of webinars to address training of personnel, recovery measures for ANSPs as contained in the newly developed CANSO guidance material, and collection of air traffic data for trend determination, the meeting appreciated the work done so far and encouraged the states to take advantage of the available information from CANSO.

CANSO support to ASBU

2.93 The meeting took note of the work done by CANSO in promoting the implementation of ASBU Block Zero since the inception of the partnership with ICAO on the initiative in 2014.

2.94 Taking cognizance of the very important webinars carried out during the year in line with promoting awareness on ASBU elements to be priorities to assist in the recovery of the aviation industry from COVID-19, the meeting encouraged CANSO and other stakeholders to continue providing more such programmes in the region.

Global Reporting Format

2.95 The meeting took cognizance of the webinar on Global Reporting Format (GRF), a methodology for assessing and reporting runway surface conditions, held by CANSO in partnership with ICAO and other key stakeholders on 27 May 2020 to provide the region with awareness of the expected implementation.

2.96 Noting the importance of such awareness programmes, the meeting urged that more awareness work-shops be encouraged to help the region prepare for effective implementation.

KPIs at State and Regional Level for APIRG Projects aligned to ASBU framework

2.97 The meeting was briefed on the focused approach Kenya has taken to address the Key Performance Indicators (KPIs) on the APIRG projects aligned to the ASBU framework.

2.98 The meeting took note of the information provided, that Kenya, being motivated by the need for a Data Driven Performance Management of its Air Navigation Services had developed an ANS operational Performance measurement and monitoring (OPMM) framework as part of the Kenya Airspace Master plan 2015-2030 to facilitate performance measurement and monitoring of the trends, value additions and actual benefits of implementing various Aviation System Block Upgrade (ASBU) modules and Safety management systems plan.

2.99 The meeting in taking cognizance of the fact that the maximum benefits which can be derived from such system requires a regional approach which can allow for joint review of the aggregated performances within the region, encouraged states to adopt performance data reporting and measurement culture as part of performance framework for ASBU implementation as well as consider exploring the possibility of establishing a mechanism for sharing performance data collection at sub-regional and/or regional level.

AGENDA ITEM 3: RVSM AIRSPACE SAFETY

Work Done By ARMA in Ensuring Continuous Use of RVSM Airspace

3.1 The meeting took cognizance of the ANC and the Council's feedback on the report of APIRG/22 which entailed the concerns expressed by the Air Navigation Commission on RVSM Airspace Safety, and in particular highlighted that the AFI Collision Risk Assessment for 2017 was approximately 1.6 times larger than the 2016 assessment. Furthermore, meeting recalled that the Council expressed concern that the combined effect of increases in the probabilities of vertical overlap was caused by improper flight level crossings and flying at wrong flight levels.

3.2 The Commission noted with concern that AFI States are not submitting RVSM data to the ARMA Office on a monthly basis. The meeting's attention was drawn to Council's concern about the fact that States are not submitting RVSM data to the RMA Office on a monthly basis and therefore called on APIRG/RASG-AFI to address the concerns.

3.3 The meeting was apprised on the joint ICAO and ARMA workshop and actions aimed at addressing the current challenges and possible reversing the trend which included updating and training of national RVSM focal points; and the establishment of effective measures to ensure submission of RVSM data to ARMA monthly. The meeting reiterated, that the responsibility for ensuring for submission of RVSM data to ARMA remains with States, and accordingly urged States that delegate provision of ATS to an agency or another contracting States, to ensure that a workable

mechanism is established to fulfil that responsibility, and ensure that evidence of compliance are provided to the State.

3.4 The meeting noted that whilst the function of submitting monthly RVSM data to ARMA could be delegated to an ANS provider, the functions and responsibilities with regards to RVSM approval and height monitoring have to be performed by the regulatory authorities. Consequently, States may have more than one focal points in order to meet the dual requirements of providing requisite information to ARMA.

3.5 The meeting expressed concerns that the Total Risk for 2018 has not improved and called on States and ICAO to take concrete actions to remedy the situation. Consequently, the actions listed below were identified:

- a) All 48 AFI States are requested to comply to the recommendations of ICAO Doc 9930;
- b) All 27 FIRs are urged to submit RVSM Safety Assessment data as required at monthly intervals in order for the various safety assessment tasks to be under taken and completed as per ICAO provisions;
- c) States should ensure height monitoring is conducted regularly on going, as Altimetry System Error is a catastrophic invisible risk that can be prevented by ensuring operators comply to regular height monitoring as per ICAO Annex 6 FOR Long Term Monitoring Requirements;
- d) States to nominate focal points for RVSM and update ARMA using an **F1 form** by **31 December 2020**. Each of the 48 AFI States must have a focal point for RVSM irrespective of whether that manages its own upper airspace or not;
- e) AFI States that have not already done so should publish AIP SUPP by 31 December 2020 for the implementation of SLOP on **25 February 2021**, for the safety discount to be added to the next Collision Risk Assessment. Guidance of SLOP implementation in Surveillance and Random Routing Areas to be published on Circular 354.

3.6 Reacting to the call by the Council to APIRG/RASG-AFI to address the concerns, the meeting and APIRG chairperson in particular expressed disappointment that some issues such as submission of RVSM data to the ARMA monthly which was neither too complicated nor difficult for States were not being addressed to ensure compliance, and accordingly urged States to endeavour to fulfil the requirement.

APIRG/23 Conclusion 23/33: Nomination of RVSM focal points and submission of data to ARMA

That,

States that have not already done so are to nominate focal points for RVSM and update ARMA using an F1 form by 31 December 2020.

APIRG/23 Conclusion 23/34: Implementation of SLOP as discount for CRA/15

That,

AFI States that have not already done so should publish AIP SUPP by 31 December 2020 for the implementation of SLOP on 25 February 2021, for the safety discount to be added to the fifteenth Collision Risk Assessment.

AFI PBCS Monitoring

3.7 The meeting recalled APIRG Conclusion 22/12 regarding the establishment of the

AFI Performance-Based Communication and Surveillance (PBCS) Monitoring. Accordingly, the AFI PBCS monitoring be established as part of the AFI RMA monitoring mechanism. ARMA informed the meeting that though its function and responsibilities for PBCS has the same goal as RVSM, the mechanism is a little different. The below listed AFI PBCS functions and responsibilities have been added to ARMA's list of responsibilities:

- a) Receive reports of non-compliance (Doc 9869 refers) with RSP180 and RCP240 from AFI ANSPs and transmitting reports to the respective RMA associated with the State of the respective operator/aircraft;
- b) Receive and maintain records of RCP and RSP approvals issued by States of Operator/Registry associated with current State responsibility and incorporating into expanded RVSM/PBCS approvals database and follow-up as appropriate instances of non-approved aircraft being identified in PBCS airspace. This would be determined by augmenting the existing monthly RVSM approvals check to incorporate a similar check against PBCS approvals where these have been included in the flight plan but no approvals record is held by RMAs; Verify compliance with State PBCS requirements applicable to RMAs with designated areas of responsibility that include airspace where PBCS is implemented; and
- c) Sharing records of RCP and RSP approvals between RMAs in line with current sharing practices of RVSM approvals for the ability of States/ANSPs to verify that aircraft operators filing PBCS capabilities in the flight plan are authorized to do so.

3.8 The meeting recalled APIRG Conclusion 22/13 (a) which called on States to start the pre-implementation process in developing policies that will be in line with the adoption of RSP180 and RCP 240. Furthermore, the meeting was presented with the revised ARMA **Form F2** in **Appendix X** to be used for approval and amendments of an operator/aircraft for RVSM operations, and **ARMA Form F3** in **Appendix Y**, which States are required to use for withdrawal of the RVSM approval of an operator/aircraft, copies of which must be submitted to the ARMA by the most appropriate method.

3.9 Upon the request of ICAO, copies of templates of duly filled ARMA forms F2 and F3 were presented to participants to enable proper completion of the forms by nominated State RVSM focal points. From the aforementioned, the following conclusion was adopted.

APIRG/23 Conclusion 23/35: Adoption of new ARMA forms F2 and F3

That,
the new ARMA Form F2 and Form F3 which include both RVSM and PBCS Approvals are adopted for use by States as appropriate in RVSM/PBCS approval, amendment and withdrawal.

Trans-Regional Large Height Deviations

3.10 The meeting was informed of the challenge of Large Height Deviations (LHD) occurrences at the boundaries of the MID Region and AFI Region which continues to be of concern to ARMA. There are three hotspots between the AFI Regional Monitoring Agency (ARMA) and MID RMA (MRMA) where regular trans-regional co-ordination failures occur. The Sanaa FIR submits numerous LHD reports daily for three FIRs in the AFI Region namely Mogadishu FIR, Asmara FIR and Djibouti FIR, mostly due to ATC transfer of control coordination errors due to human factors, which are called LHD Category E.

3.11 The meeting recalled the feedback from the Commission on information related to large height deviations (LHD) reported from Somalia within the Mogadishu FIR, noting to at least 51 LHDs reported to the MID Regional Monitoring Agency (RMA) for aircraft exiting Mogadishu FIR into the Sanaa FIR during August 2019 alone. It was further noted that the AFI RMA (ARMA) does not currently receive any RVSM data or LHD reports from Somalia.

3.12 The meeting was apprised of various actions taken to remedy the occurrences including a meeting between ARMA and MRMA on 19 October 2020, and several coordination meetings initiated by ESAF and MID offices and attended by Addis, Sanaa and Mogadishu FIRs, with the participation of IATA, as well as high-level interventions from ESAF Regional Director to the Directors General of Djibouti and Eritrea. The aforementioned actions have led to the review of ATC procedures and review of ATC Letters of Agreement between adjacent ATC units. In addition, Somalia has started submitting monthly RVSM data returns to ARMA and is increasingly responding to ICAO ESAF office on many ATM issues.

3.13 The meeting urged ICAO ESAF and MID offices and the Regional Monitoring Agencies to continue to engage the appropriate ATS authorities for the three FIRs and assist the RMAs to ensure further reduction of Trans-Regional Large Height Deviations.

APIRG/23 Decision 23/36: Reduction of Trans-Regional Large Height Deviations

**That,
ICAO ESAF and MID offices and the AFI and MID Regional Monitoring Agencies continue to engage the appropriate ATS authorities of Asmara, Djibouti, Mogadishu and Sanaa FIRs, and assist them in taking appropriate actions for a significant reduction of the high numbers of Trans-Regional Large Height Deviations.**

Implementation of an operational supervision center at ASECNA

3.14 ASECNA informed the meeting of ongoing activity within the Agency for the implementation, on behalf of its Member States, for the establishment of an operational supervision centre for monitoring the performance parameters of communication, navigation, surveillance and air traffic management systems in order to facilitate the deployment of performance-based communication and surveillance (PBCS), performance-based navigation (PBN), airspace capacity management and air traffic flow management through ATFM and SWIM.

3.15 The main functions of the operational supervision centre which will enable ASECNA to have a centralised global view of air navigation operations throughout the airspace are:

- centralised supervision of the automated air traffic management system;
- centralised management of flight plans;
- traffic flow and capacity management;
- performance monitoring of the PBCS communication and surveillance means;
- centralised compilation of RVSM data and transmission to ARMA;
- the management of exception and alert situations in the context of SAR operations.

3.16 ASECNA informed the meeting of the willingness of its Member States to strengthen collaboration and the sharing of the data collected between this supervisory centre and ARMA and the other air navigation service providers in the region

AGENDA ITEM 4: OTHER AIR NAVIGATION ISSUES

Under this Agenda Item the meeting was provided with the progress made in the development and implementation of ANS service and supporting CNS infrastructure.

Implementation of Multilateration (MLAT) to Facilitate Gate to Gate Surveillance

4.1 Kenya provide to the meeting the progress made by the Kenya Civil Aviation Authority (KCAA) in the implementation of ASBU Module BO-75 (Safety and Efficiency of Surface Operations) under the Performance Improvement Area (Airport Operations) through the implementation of MLAT at four aerodromes that have not been facilitated with Surface Movement Radar (SMR).

4.2 The objective of the project is to provide Airport surface surveillance applications for ground and aerodrome control including aircraft derived data for ground-based ATM tools, situational awareness including tagging obstacles, airport low visibility operations, multiple runway monitoring.

4.3 The system is designed to also support ground conflict detection by providing frequent updates of aircraft and vehicle positions, enable monitoring of aircraft and vehicles and provide protection against runway incursions, monitor taxiing operations in low visibility operations minima conditions.

SBAS for Africa and Indian Ocean development status

4.4 ASECNA presented to the meeting its “SBAS for Africa & Indian Ocean” (A-SBAS) programme aimed at enhancing navigation and surveillance operations, and to meet airspace users’ requirements. It was reported that under the coordination of ASECNA and the support of the French Space Agency (CNES) and of the European Space Agency (ESA), a dedicated network of GNSS stations, so-called SAGAIE, was deployed to collect and process real GNSS data from core constellations for the AFI region specific feasibility studies.

4.5 The three steps services provision plan was presented to the meeting as well as the signal-in-space compliance with corresponding SARPs from ICAO Annex 10 as well as with Minimum Operational Performance Standards (MOPS) of the RTCA (Radio Technical Commission for Aeronautics) and EUROCAE (European Organization for Civil Aviation Equipment) was outlined.

4.6 It was also reported that the pre-operational service, was effective since September 2020, with the aim to carry-out technical trials, build operational competencies, and undertake field demonstrations with partner airlines (ASKY, Air Côte d’Ivoire, Air Senegal, Air France, Emirates etc) and illustrate the benefits of the future operational safety-of-life SBAS services.

4.7 ASECNA recommended the acceleration of the provision of SBAS services in the AFI region, based on the "SBAS for Africa and Indian Ocean" and any other initiative that may emerge, to enable interested users to take advantage of safety, efficiency and environmental benefits as soon as possible, as existing navigation services continue to be delivered to uninterested users, to which no SBAS mandate should be applied.

4.8 ASECNA also proposed no unjustified restriction to operations due to lack of SBAS

equipment and no costs related to SBAS being imposed directly or indirectly to airspace users who do not use such technology.

EGNOS implementation deferral in AFI

4.9 AFRAA provided the meeting with African Airlines Association concerns relating to the SBAS infrastructure requirement to cover the entire AFI airspace and onboard equipage challenges against COVID-19 devastating effect on Africa's aviation sector.

4.10 The meeting was informed on the outcome of surveys by AFRAA Technical Operations and Training Committee on four SBAS systems' infrastructure, including WAAS, EGNOS, MSAS, and GAGAN, implemented in the USA, Europe, Japan, and India respectively from which it results.

4.11 AFRAA indicated that from the above four SBAS reviews, Africa being a vast continent, would require for the full implementation of SBAS, a more extended infrastructure than the combined ones of the USA, Europe, Japan, and India. Indeed, Africa landmass accommodates the USA, Europe, Japan, India, plus China. Both the USA and China areas are in a similar range of 9.6 million KM².

4.12 AFRAA also informed the meeting that beyond the infrastructure costs African airlines would invest up to US\$ 50 million for a fleet of 250 jet aircraft operating on the continent only when aviation must restore the traveler's confidence in the context of COVID-19.

4.13 The meeting was reminded that in the framework of the implementation of AUC flagship projects such as AfCFTA and SAATM to accelerate COVID-19 recovery and sustain aviation development, affordable airfares are imperative to stimulate traffic growth and competitive fares require all stakeholders' cooperative efforts. Therefore, priority should be given by Air carriers, airport operators, Air Navigation Service providers, and Civil Aviation Authorities in their investment strategy and programmes to the improvement of their respective productivities to significantly decrease operating costs so that passengers enjoy slashed airfares in Africa.

4.14 The meeting commended the presentations on the subject matter and recognized the interest of SNBAs in delivering Safety of Life Service. However, pending issues related to the infrastructure provision across the continent, its maintenance and cost effectiveness of the deployment were raised.

4.15 AFCAC, which was tasked by APIRG 22 Conclusion 22/39 to conduct a Cost Benefit Analysis (CBA) and the African Union Commission (AUC) informed the meeting that the CBA will be launched early 2021 and completed by end of June 2021, and the results will be presented to stakeholders for decision making including the update of the AFI GNSS Strategy. Furthermore, AFCAC urged Administrations and Organizations including the industry to be cooperative by providing raw data that will be collected by the consultant to conduct the CBA.

4.16 The Secretariat informed the meeting on the organization of a technical workshop to be convened involving stakeholders such as users (IATA, AFRAA), ANSPs, the JPO, the AUC, AFCAC and ICAO after this APIRG meeting, to facilitate exchange of information and capacity building on SBAS.

4.17 It was therefore agreed that AFCAC should fast-track the conduct of the CBA and

provide and outcome by the proposed date of end of June 2021 with the support of States and Organizations strongly invited to provide the consultant with the required data.

CANSO Mombasa ATFM Roadmap

4.18 The meeting was appraised of the developments since the inception of the CANSO MOMBASA ATFM ROADMAP on 6 August 2018, an initiative under the auspices of CANSO Africa to support the implementation of Seamless airspace in the African Region in line with APIRG 21 and 22 conclusions on seamless airspace for Africa.

4.19 The meeting noted with appreciation the outcomes of the webinars carried out in 2020, to assist states build capacity in understanding the Air Traffic Flow Management (ATFM) concept, and encouraged states and ANSPs to utilize this knowledge in developing national ATFM implementation plans.

East African Community (EAC) Seamless Upper Airspace

4.20 The meeting was updated on the progress made by the East African Community (EAC) Partner States in the implementation of the Seamless Upper Airspace over the airspace of six (06) Partner States, which is in line with the Abuja Safety Target 13.

4.21 Taking note that to realize the desired interoperability of the surveillance systems, and provide reduce workload for pilots and air traffic control, the implementation of the reviewed SSR code management plan was necessary, the meeting urged ICAO to expedite the AFI SSR CMP implementation process to conclude by first quarter of 2021.

Regional and Interregional Activities

4.22 The meeting was appraised of the Second Atlantic Coordination Meeting (ACM/2) that took place at ICAO Headquarters, Montréal, Canada, from 18 to 20 February 2020 under the auspices of the Director Air Navigation Bureau, supported by ANB as Secretariat, Western and Central African Office (WACAF), the European and North Atlantic Regional Office (EUR/NAT), and South America Regional Office (SAM), and attended by all involved ICAO Planning and Implementation Regional Groups (PIRGs) respective Chairpersons.

4.23 The meeting reiterated the need for coordination and harmonization between the North Atlantic (NAT) and the South Atlantic (SAT), highlighting the requirement for coordination between neighbouring areas and the need to consolidate the SAT vision and the further alignment between the NAT and the SAT.

4.24 It was reported that the ACM/2 covered various topics such as ASEPS trials, ADS, PBCS, AMHS, CPDLC, AIDC and airspace safety monitoring, reviewed the ongoing plans, projects and trials presented by stakeholders, and underscored the urgent need for:

- a) harmonization and cross-regional coordination to enhance the remote/oceanic operations in the entire Atlantic airspace;
- b) a reduction of complexity in order to enable the required capacity;
- c) bringing benefits to all stakeholders (airlines-ANSPs) together with the increase of safety; and
- d) embracing the change and develop a structure that would improve harmonized implementation with the involvement of States, ANSPs and other aviation stakeholders.

4.25 The meeting was briefed on the SAT activities since the ACM/1 meeting, as well as the activities and results from the last SAT/24 meeting (June 2019). It was noted that work on the contingency plan harmonization was completed by ICAO. However, SAT members were requested to complete their actions including nomination of focal points and alignment with national ATM Contingency Plans.

4.26 The meeting initiated a process for the alignment of the SAT Vision and CONOPS with the NAT2030 vision and advised that updates to the SAT vision and CONOPS will be presented at the SAT/25 meeting.

4.27 The meeting considered the development of an implementation plan for a revised SAT working structure which would include implementation steering and safety oversight mechanisms. It was recommended to apply a three-level approach, including a high level body, and coordination, technical and safety management levels. Accordingly, ASECNA and France were requested to develop and submit to the Secretariat proposals including the structure, concept of operations (CONOPS), vision document and related terms of reference, to be distributed to all SAT stakeholders for review and further consideration and approval by SAT/25. The draft SAT Handbook in Appendix X was developed by ASECNA and France, and distributed to SAT stakeholders for their review and comments.

4.28 The meeting reminded States in the SAT area of their responsibility to submit their occurrence reports, including Large Height Deviation reports, as well as the monthly data returns to the respective regional monitoring agencies.

4.29 The meeting acknowledged the progress made by the ACM, commended the NAT and SAT for ongoing cooperation and support among States and stakeholders, and advocated for continuous collaboration between all the partners. ASECNA expressed satisfaction with cooperation with NAT and SAT members with ongoing trials and implementation of new systems and operations.

4.30 The meeting was informed of the inspiration provided by the NAT/SAT cooperation that has resulted and contributed to assistance to Mauritius in the implementation of SLOP and impetus to similar collaboration for the in India Ocean. The meeting commended the USA FAA for donating equipment to ARMA to facilitate the provision of its monitoring functions.

From the foregoing, the meeting adopted the following conclusion:

APIRG/23 Conclusion 23/37: Harmonization and improvement of air traffic services over the entire Atlantic

That,

- a) States in the SAT area and stakeholders are urged to implement actions necessary for the harmonization and improvement of air traffic services over the entire Atlantic;**
- b) States in the SAT area and stakeholders to review and provide their comments to the Secretariat on the proposed SAT working structure contained in **Appendix X**;**
- c) States in the SAT area are urged to submit their occurrence reports, including Large Height Deviation reports, as well as the monthly data returns to the respective regional monitoring agencies; and**
- d) States in the SAT area and stakeholders provide further guidance on collaboration among the various ICAO Regions to facilitate improvement of air traffic services over the entire Atlantic.**

RHWAC / MWOs collaboration experimentation and development of Dakar RHWAC

4.31 ASECNA presented the results of the EUR-MED /AFI coordination experiment carried out by ASECNA in collaboration with Météo France as part of the work under the ICAO MET Panel's Work Group on Meteorological Information and Service Development (METP WG-MISD). The meeting noted and embraced this initiative and agreed that for the benefit of all concerned States, this initiative by ASECNA be included under the SIGMETs Tasks of the IMSG's MET Project 1.

4.32 In response to ASECNA's request for the preparations related to the prospective establishment of the Dakar Regional Hazardous Weather Advisory Center (RHWAC), the meeting noted the on-going work under the METP WG-MISD's RHWAC Work Stream related to the development of requirements for the provision of hazardous weather information. This work includes the development of a Concept of Operations, as well as defining the preliminary functional and performance requirements for the systems to provide this hazardous weather information.

After considering the proposals by ASECNA, the meeting formulated the following decision:

APIRG 23 Decision 23/38: RHWAC/MWOs collaboration experimentation and development of the Regional Hazardous Weather Advisory Center (RHWAC)

That;

In order to harmonize ongoing initiatives and activities of the METP related to the Regional Hazardous Weather Advisory Center (RHWAC) Work Stream:

- a) the experimentation of RHWAC coordination between the ASECNA zone and other AFI States be considered for further deliberations as a Task under the MET Project 1 of the IIM/SG; and**
- b) the activities related to the establishment of RHWAC(s) for the provision of harmonized information on a global scale of dangerous en- route weather conditions for aviation be aligned to the developments within the METP WG-MISD.**

AGENDA ITEM 5 : APIRG AIR NAVIGATION REPORT 2019/2020

5.1 The meeting was updated on the progress made on the development of the APIRG Air Navigation Report 2019/2020, and the need for closer coordination of the Annual Reporting of the AFI Region.

5.2 The meeting was recalled that APIRG established an Annual Air Navigation Reporting Team (AANRT) tasked with developing the APIRG Annual Air Navigation Report based on available information, including the Air Navigation Deficiency Database, global/regional reports, survey results, studies, gap analyses, traffic forecast data, etc.

5.3 The meeting noted that the APIRG AANRT is currently in the process of developing an AFI Air Navigation Report for 2019/2020 based on the comprehensive information contained in the Consolidated Annual Report to Council on PIRGs and RASGs activities for 2019/2020 (AN-WP8416 refers) as shown in Appendix XX of the report.

5.4 The meeting invited States and Organizations wishing to provide their contributions to the APIRG Air Navigation Report 2019/2020 to submit them to the Secretariat by 31 December 2020. The AANRT was encouraged to learn from the experience gained by the RASG-AFI ASRT in the development of annual safety reports. In doing so, the release of the AFI Annual Air Navigation Report – 2019/2020 was expected by no later 31 March 2021.

From the foregoing, the meeting adopted the following conclusion:

APIRG/23 Conclusion 23/39: Publication of the APIRG Air Navigation Report – 2019/2020

That,

- a) States, AFCAC, ASECNA, ATNS, AIRBUS, IATA and CANSO nominate representatives by 20 December 2020 to represent them in the AANRT, to develop and coordinate the publication of the APIRG Annual Air Navigation Report for 2019/2020 by 31 March 2021; and**

- b) **States and Organizations wishing to provide their contributions to the APIRG Air Navigation Report 2019/2020 submit such contributions to the Secretariat by 31 December 2020.**

AGENDA ITEM 6: REVIEW AND UPDATE OF THE TERMS OF REFERENCE, FUTURE WORK PROGRAMME OF THE APIRG AND ITS AUXILIARY BODIES

6.1 The meeting noted that the revised PIRG terms of reference by the Council triggered consequential amendments to APIRG procedural handbook and related meeting terms of reference, procedures and processes.

6.2 The meeting further acknowledged the ICAO Council Decision C-DEC 210/4 calling for among others, the enhancing the PIRGS and RASGs, including, but not limited to better alignment and harmonization of groups working mechanisms, the need to adopt a project based methodology for the work the group undertakes, means to increase effectiveness and efficiency of the groups, and closer link between PIRGs and States DGCA's.

6.3 The main areas requiring attention include, the APIRG working methodology, relations with other bodies and organizations, status of observers, participation to and convening of meetings, reporting, working papers and other documentation.

6.4 The meeting noted the main changes of the APIRG meeting terms of reference relating to the reporting requirements on:

- a) common implementation challenges identified amongst PIRG members and possible solutions, assistance required and estimated timelines to resolve, if applicable, by AFI region;
- b) identification of and recommendations on particular actions or enhancements that would require consideration by the ANC and Council to address particular challenges, including the need for amendment proposals to global provisions and guidance materials submitted by States;
- c) a list of issues cross-referenced to actions to be taken by ICAO Headquarters and/or Regional Offices;
- d) based on the GANP, and associated KPIs and tools, report to the extent possible on the status of implementation of air navigation goals, targets and indicators, including the priorities set by the AFI region in the AFI air navigation plans exploring the use of regional dashboards to facilitate monitoring regional progress being made; and
- e) a list of items for coordination with the RASG and a concise summary of the outcome of related discussions.

6.5 Due to the volume of material proposed for addition to the APIRG handbook and terms of reference, the meeting decided to refer to the document as a new edition (**APIRG Procedural Handbook Sixth Edition December 2020**) instead of a revision. Hence, the APIRG Procedural Handbook Sixth Edition was adopted, the electronic version of the APIRG Handbook and its terms of reference will be available at online on the ICAO ESAF and WACAF websites, under APIRG. Consequently, the following decision was adopted:

APIRG/23 Decision 23/40: APIRG Procedural Handbook Sixth Edition, December 2020

That, in order to align the consequential amendments to APIRG procedural handbook and related meeting terms of reference, procedures and processes to incorporate the revised Generic Terms of Reference for PIRGS as approved by ICAO Council, in line with decision C-DEC 210/4 aimed at enhancing and improving the performance and expected results:

- a) The APIRG Procedural Handbook Sixth Edition, December 2020 including its amended Terms of Reference is approved;**
- b) The electronic version of the APIRG Handbook and its Terms of Reference will be available at online on the ICAO ESAF and WACAF websites, under APIRG**

6.6 The Group reviewed and endorsed its future Work Programme encompassing the activities of its subsidiary Bodies per **Appendix XX**.

AGENDA ITEM 7: ANY OTHER BUSINESS

7.1 Information provided to the meeting on the Global Symposium on the Implementation of Innovation in Aviation (8 to 11 Dec 2020 - online) aimed to discuss the increase use of innovation in aviation.

AGENDA ITEM 8 Venue and date of the Next Meeting of APIRG

7.2 The meeting welcomed Nigeria's graciously offered to host the next meeting of APIRG. It was agreed that the 24th APIRG meeting would take place in November 2021 in Nigeria. The Secretariat following consultations with the State will coordinate the details of the meeting.

PART IV:

**SIXTH MEETING OF THE REGIONAL
AVIATION SAFETY GROUP FOR AFI
REGION (RASG-AFI/6)**

AGENDA ITEM 0: REVIEW AND ADOPTION OF THE DRAFT AGENDA AND MEETING WORK PROGRAMME

The Meeting adopted its Agenda and Work Programme as indicated in **Appendix XX** to this report.

AGENDA ITEM 1: FOLLOW-UP ON RASG-AFI/5 AND RASC/5 MEETINGS CONCLUSIONS AND DECISIONS

RASG-AFI/5 Meeting Conclusions and Decisions

1.1 The Secretariat presented to the RASG-AFI/6 meeting, the status of implementation of the Conclusions and Decisions of the RASG-AFI/5 meeting, which was jointly held with APIRG/22 at Accra, Ghana, from 29 July to 2 August, 2019, indicating that 2 of the 11 Conclusions and 4 of the 7 Decisions adopted by the RASG-AFI/5 meeting had so far been accomplished.

1.2 The unprecedented outbreak of COVID-19 pandemic has contributed severely and impacted negatively on the implementation of the Group's Work Programme, as the priorities and focus were re-directed to addressing the challenges posed by the pandemic. The meeting was further informed that 5 of the 11 Conclusions and 10 of the 11 Decisions adopted by the RASG-AFI/4 meeting held at Nairobi, Kenya, in October, 2017 had been accomplished. All the open items in the Conclusions and Decisions of RASG-AFI/4 that so require, have been carried over to the Group's Work Programme for 2020.

1.3 Although progress has been made in the implementation of the activities, it was noted that some of the activities are continual in nature thus, their status of implementation remained on-going, with the levels of implementation stipulated. The meeting therefore formulated the following Decision and Conclusion:

RASG-AFI/6 Decision 6/01: Follow-up on RASG-AFI/5 Conclusions and Decisions

That,

The Secretariat expeditiously and rigorously follow up on the implementation of all the open items in the list of RASG-AFI/5 Conclusions and Decisions and carries over to the Group's future Work Programme items that so require.

RASG-AFI/6 Conclusion 6/02: Commitment of required resources to address issues raised in the Coclusions drawn by the RASG-AFI meetings.

That,

All RASG-AFI States and other stakeholders commit required resources and take the necessary actions to address issues raised in the Coclusions drawn by the RASG-AFI meetings within the stipulated timeframes.

RASC/5 Meeting Conclusions and Decisions.

1.4 The fifth meeting of the RASG-AFI Steering Committee (RASC/5) was for the first time, held virtually on 28 October 2020 due to COVID-19 restrictions. Boeing as Co-Chairperson of the RASC, chaired the Meeting.

Review of proposed amendments to the RASG-AFI Procedural Handbook.

1.5 Proposal for the amendment of the RASG-AFI Procedural Handbook was presented to the meeting by Secretariat. The proposals stemmed from the terms of reference for PIRGs and RASGs that were approved by the ICAO Council in line with Decision C-DEC 210/4, aimed to enhance and improve the performance and expected results of the Groups. The meeting after discussions directed the Secretariat to submit the draft revised RASG-AFI Procedural Handbook to RASG-AFI/6 for approval. The Meeting in addition formulated the following Decision.

RASG-AFI/6 Decision 6/03:

That,

The Secretariat convenes a virtual meeting with stakeholders for familiarisation with the APIRG and RASG-AFI Procedural Handbooks.

RASG-AFI Projects and Critical Activities.

1.6 The meeting was provided with details on the status of implementation of the RASG-AFI Projects that are supported by the AFI Plan, Safety Fund (SAFE), Aviation partners and States. These projects cover Fundamentals of Safety Oversight (FSO), Significant Safety Concerns (SSC), Emerging Safety Issues (ESI), and Aircraft Accident Investigation (AIG). The meeting noted the significant progress made as well as the challenges faced by the States; and formulated a Conclusion as follows:

RASG-AFI/6 Conclusion 6/04: RASG-AFI Projects and Critical Activities.

That,

- a) **ICAO and stakeholders intensify high-level intervention and commitment for more resources to the resolution of the SSC in Eritrea by 31 January 2021;**
- b) **States/Airports demonstrate more commitment towards the implementation of their aerodrome certification action plans; and**
- c) **RASG-AFI States initiate and conduct their SSP Gap Analysis and subsequently develop and implement SSP implementation plans.**

Release of the 6th Edition of the RASG-AFI Annual Safety Report

1.7 The RASG-AFI Annual Safety Report Team (ASRT) presented an Information Paper to the RASC/5 on the 6th Edition of the RASG-AFI Annual Safety Report, which was officially released during the 23rd Meeting of the AFI Plan Steering Committee in July, 2020. The Report is normally released during RASG-AFI Meetings or AFI Aviation Week Events. However, due to the COVID-19 pandemic this year, both events had to be re-scheduled thus, the release at the AFI Plan Steering Committee meeting. The meeting appreciated the updated work of the RASG-AFI Annual Safety Report Team (ASRT), particularly the production of the 6th Edition of the RASG-AFI Annual Safety Report (ASR) and related feedback from the readership.

1.8 The Report is available at the ICAO Regional Offices websites of WACAF and ESAF at <http://www.icao.int/wacaf/Pages/default.aspx> and <http://www.icao.int/esaf/Pages/default.aspx> respectively.

1.9 The meeting noted the contents of the 6th Edition of the RASG-AFI Annual Safety Report and the recommendations provided therein; and commended the Annual Safety Report Team (ASRT) for the hard work in producing the annual reports consistently since the team's inception in 2014.

Review of the draft Work Programme 2021 of the RASG-AFI and its Contributory Bodies.

1.10 The Secretariat presented the proposed activities of the RASG-AFI and its contributory bodies for 2021, within the context of the COVID-19 pandemic, for review and adoption by the RASC/5 meeting. The meeting therefore formulated the following:

RASG-AFI/6 Decision 6/05:

That,

The proposed Work Programme of RASG-AFI and its Contributory Bodies for 2021, as contained in the Appendix, is endorsed by RASC/5; and shall be submitted for approval by RASG-AFI/6 Meeting.

Review of the status of implementation of the revised Abuja Safety and Air Navigation Targets.

1.11 AFCAC presented the status of implementation of the revised Abuja Safety Targets and ANS Performance Indicators by its Member States and other stakeholders as at the end of 2019.

1.12 The meeting noted the status and challenges related to implementation and reporting of progress; and the plans by AFCAC to promote and adopt the use of automated data collection tools for monitoring Safety and ANS targets. The meeting therefore formulated the following:

RASG-AFI/6 Conclusion 6/06:

That,

AFCAC, in collaboration with ICAO and other key stakeholders, revises the Abuja Safety Targets by 30 June, 2021 and ensure that they are consistent with the goals, targets and indicators specified in the current edition of the Global Aviation Safety Plan (GASP).

RASG-AFI/6 Conclusion 6/07:

That,

AFCAC accelerates the process of establishing a Performance Dashboard by 31 March 2021, for reporting and monitoring the status of implementation of the Abuja Targets;

RASG-AFI/6 Conclusion 6/08:

That,

ICAO and other key stakeholders intensify coordination and interventions necessary to assist Member States to implement all targets, especially the ANS targets by 31 December, 2022; and AFCAC to be convening periodic meetings with the States' Focal Points on the progress of implementation.

AFI Regional Aviation Safety Plan (AFI-RASP)—Strategy for the Development and Implementation of the AFI-RASP.

1.13 The meeting recalled that ICAO Assembly Resolution A40-1: ICAO Global planning for safety and air navigation urges Member States to implement National Aviation Safety Plans (NASP) consistent with the Global Aviation Safety Plan (GASP) in order to continually reduce fatalities and the risk of fatalities.

1.14 It was reported that each ICAO Region should develop a Regional Aviation Safety Plan (RASP) consistent with the GASP and that States should develop national aviation safety plans that are consistent with their respective RASPs. The meeting formulated the following Decision and Conclusion:

RASG-AFI/6 Decision 6/09: Development and implementation of Regional Aviation Safety Plan (AFI-RASP)

**That,
The RASG-AFI:**

- a) **develop and implement an AFI Regional Aviation Safety Plan (AFI-RASP) by 31 December, 2021;**
- b) **appoint two co-secretaries from each ICAO Regional Offices (ESAF and WACAF) by 31 January 2021, to spearhead the process of developing and implementing the AFI-RASP and its subsequent revisions as well as monitoring the development and implementation of the NASPs of States;**
- c) **establish a working group (RASP-WG) by 30 June 2021, to be responsible for developing and implementing the AFI-RASP, comprising representatives from the ICAO Regional Offices (ESAF/WACAF), representative States that have registered significant progress in the development and implementation of their NASPs, organizations and aviation industry partners.**

RASG-AFI/6 Conclusion 6/10: Development and implementation of National Aviation Safety Plans (NASPs)

**That,
The RASG-AFI States:**

- a) **develop and implement their national aviation safety plans (NASPs) by 31 December 2021, in line with Assembly Resolution A40-1: ICAO Global planning for safety and air navigation; using existing guidance material and tools developed by ICAO;**
- b) **adopt the NASP template and consider working in collaboration with other States in the region, the AFI Regional Aviation Safety Group (RASG-AFI), and the ICAO Regional Offices (ESAF/WACAF) to ensure consistency of the NASP with the AFI-RASP and the current edition of the GASP;**
- c) **provide their NASP to their respective ICAO Regional Office for posting on the ICAO GASP public website; and**
- d) **submit proposals to ICAO for the update of guidance material related to national aviation safety plans.**

AGENDA ITEM 2: REPORTS ON RASG-AFI ACTIVITIES

2.1 Updates on the status of implementation of the activities of the RASG-AFI and its contributory bodies were presented to the meeting by the respective Champion States and by Secretariat where the Champion State was absent. The RASG-AFI has established four Safety Support Teams (SST), as its contributory bodies, whose purpose and objective 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. The SSTs comprise, Significant Safety Concerns (SSC); Fundamentals of Safety Oversight (FSO); Aircraft Accident and Incident Investigation (AIG); and Emerging Safety Issues pertaining to Loss of Control In-Flight (LOC-I), Controlled Flight Into Terrain (CFIT), Runway Safety and Aeronautical Information Management (AIM).

2.2 The meeting was reminded that RASG-AFI Steering Committee (RASC) oversees and provides directional guidance to the SSTs in their efforts to develop mitigation strategies, which include gathering and processing safety data and information in line with the Global Aviation Safety Plan (GASP). Following the reports, the Group drew the relevant Decisions and Conclusions accordingly.

Significant Safety Concerns (SSC) project (Champions: Ghana, South Africa, AFCAC).

2.3 As at 30 October 2020, only one SSC remained unresolved in one State (Eritrea) within the RASG-AFI region. This SSC was identified in 2010 in the area of flight operations relating to the certification of air operators.

2.4 In March 2020, ICAO confirmed the existence of an SSC in Côte d’Ivoire in the area of air navigation services pertaining to the ground and flight validations of published instrument flight procedures. This SSC was identified during a USOAP CMA audit conducted in the State in December, 2019. On 29 June 2020, ICAO determined that the corrective actions taken by Côte d’Ivoire had resolved the immediate risk associated with the SSC finding.

2.5 The SST-SSC, under the championships of Ghana, South Africa and AFCAC, has achieved significant progress and continues to assist States in their efforts to resolve existing SSCs as well as prevent the emergence of new ones. From the inception of the SST-SSC in 2013 to date, 19 SSCs have been resolved in 12 States.

2.6 Going forward, stakeholders, including development partners, should intensify funding to the SST-SSC to sustain or increase the implementation of the necessary safety enhancement Initiatives. Furthermore, the meeting should urge the SST - SSC to profile all States in order to identify those with latent or potential SSCs and provide them with tailored assistance to resolve or mitigate the associated safety risks.

RASG-AFI/6 Decision 6/11: Safety Support Team – Significant Safety Concerns (SST-SSC)

**That,
RASG-AFI Steering Committee (RASC) through SST-SSC, in collaboration with ICAO, States and other relevant partners, including AFCAC, COSCAPs/RSOs and Industry:**

- a) **Call for high level ICAO intervention and more commitment of resources and stakeholders, maintain and intensify technical assistance to Eritrea to ensure that the outstanding SSC is resolved by 31 January, 2021;**
- b) **profile all States on an ongoing basis in order to proactively identify those with latent or potential SSCs and provide them with tailored assistance to prevent, resolve or mitigate the associated safety risks;**
- c) **maintain and intensify provision of financial resources through the AFI Plan, SAFE, and other development partners, to progress the work of the SST- SSC.**

Fundamentals of Safety Oversight (FSO) project (Champions: Senegal, Uganda).

2.7 Fundamentals of Safety Oversight (FSO) project under RASG-AFI aims to support beneficiary States with low levels of Effective Implementation (EI) to enhance their safety oversight capabilities with particular focus on the implementation of CE-1 through CE-5 of a State Safety oversight system.

2.8 The SST-FSO, under the championship of Senegal and Uganda, continues to assist States in their efforts to increase their EIs and prevent emergence of SSCs. The implementation strategies include, assistance activities conducted by the Regional Offices under the AFI Plan FSO Project; the AFCAC AFI Cooperative Inspectorate Scheme (AFI-CIS) and assistance provided by COSCAPs and RSOOs.

2.9 As at 30 October 2020, FSO assistance missions were conducted to Liberia, Sao Tome and Principe, Central African Republic, Guinea, Comoros, Djibouti, Lesotho, Seychelles, Eswatini, Eritrea, Malawi and Burundi. Some of these assistance activities were coordinated and conducted with the participation of relevant experts from States with strong oversight systems and RSOOs. With the travel restrictions imposed worldwide due to the COVID-19 pandemic, assistance to States continue to be provided through virtual means.

2.10 The current average USOAP EI score for States assisted under the AFI Plan FSO project is 23.88%, which shows an improvement from 20.47% in 2018. However, more efforts and resources are still needed to assist States, especially those that have never been audited and those with EIs lower than 40%, to establish and maintain robust and sustainable safety oversight systems. Consequently, increased and sustained funding, including from ICAO, through the AFI Plan and the SAFE, and the development partners is essential to maintain or even increase the momentum of the progress registered.

RASG-AFI/6 Decision 6/12: Safety Support Team - Fundamentals of Safety Oversight (SST-FSO)

That,
RASC through SST-FSO, in collaboration with ICAO, States and other relevant partners, including AFCAC, COSCAPs/RSOOs and Industry:

- a) **profile all States in order to identify those with existing low EIs and those that have not yet been**
- b) **audited under USOAP to identify latent or evident safety deficiencies, and provide them with tailored assistance to resolve or mitigate the associated safety risks; and**
- c) **maintain and intensify provision of financial resources through the AFI Plan, SAFE Fund, and other development partners, to progress the work of the SST- FSO.**

Emerging Safety Issues (ESI) Project (Champions: Kenya, ACI- Africa, ASECNA).

2.11 Under the SST-ESI, the two ICAO Regional Offices (WACAF and ESAF) and Kenya (as the RASG-AFI Champion State for ESI) have undertaken a number of activities related to Loss of Control In- Flight (LOC-I). These include Symposia and/or Workshops on LOC-I and Upset Prevention and Recovery Training (UPRT) held annually from 2015 to 2019 in line with the RASG-AFI, LOC-I, 5-year implementation plan.

2.12 In the context of the COVID-19 pandemic and related challenges like the non-availability of Flight Simulation Training Devices (FSTD) and shrinking training budgets, the risk of skills and knowledge degradation for pilots' competencies related to UPRT are all the more apparent.

2.13 Therefore, in order to address these issues, among others, the Regional Offices and the Champion State conducted a virtual workshop on LOC-I/UPRT on 17 and 18 November 2020, which was attended by 142 participants.

RASG-AFI/6 Conclusion 6/13: Safety Support Team - Emerging Safety Issues (SST-ESI, Loss of Control In-flight (LOC-I))

That,

- a) States are urged to report on yearly basis, progress made at their level on the implementation of the LOC-I 5-year Plan of action;
- b) States, Organizations and Industry to complete the LOC-I online survey, for adequate reporting of progress made on the area and to share safety data relating to LOC-I;
- c) States, Organizations, air operators and training organizations to nominate experts by 28 February, 2021 and to actively participate in the activities of the Core Expert Group on LOC-I and UPRT;
- d) SST-ESI to continuously enhance the RASG-AFI Model guidance material; and
- e) States, Organizations, air operators and training organizations to continue to actively participate in the annual LOC-I/UPRT workshop.

Aircraft Accident and Incident Investigation (AIG) Project (Champions: Ethiopia, Cape Verde, IFALPA)

2.14 The SST – AIG aims to assist States establish independent accident investigation entities at both national and/or regional levels. This AIG Project is intended to provide States with guidance on the regulatory provisions and tools to ensure harmonization in the area of AIG.

2.15 Under the AIG Project, two workshops were conducted in August and September 2018, in Nigeria and Ethiopia, respectively. A third workshop was conducted in November 2019 in Benin. The workshops provided participants with guidance on the development and implementation of harmonized legislative frameworks, regulations, and associated procedures required for the establishment of a State aircraft accidents and incidents investigation system.

2.16 As a way forward, States will be assisted to reinforce their AIG capacity by establishing a collaborative scheme through which States, with the support of RSOOs/RAIOs and ICAO

Regional Offices, will undertake the development of model harmonized regulations and investigation procedures manuals. This will also include development of the necessary processes and tools to enable or facilitate States to delegate civil aviation accidents investigating tasks, or establish or join a Regional Accident and Incidents Investigation Organization (RAIO).

RASG-AFI/6 Decision 6/14: Safety Support Team – Aircraft Accident and Incident Investigation (SST-AIG)

That, RASC through SST-AIG, in collaboration with ICAO, States and other relevant partners, including AFCAC, COSCAPs/RSOOs/RAIOs and Industry provide assistance to States to establish and implement independent and effective aircraft accident and incident investigation systems through:

- a) establishment of an effective legislative framework;**
- b) establishment of mechanisms, such as memoranda of understanding (MOUs), with other relevant**
- c) entities, including other States and Judicial Authorities; and**
- d) building of capacity in the form of appropriately trained and qualified investigators by providing scholarships and fellowships as a means of implementing effective training programmes.**

State Safety Programme (SSP)

2.17 The meeting was presented with an update on implementation of the AFI Plan State Safety Programme (SSP) project. The SSP implementation project was initially developed under the AFI Plan to support the establishment of a sound safety oversight system in twenty-four (24) States with eligibility based on the attainment of the 60% EI regional target. The eligible States were encouraged to further promote aviation safety by embracing safety management principles with a view to proactively address emerging safety risks by using consistent, data-informed approaches to implement smarter, system-level, risk-based safety oversight.

2.18 Within the framework of the project, eligible States are provided with safety management training for their regulatory and service provider staff involved in the implementation of SSP and SMS, respectively, to build understanding of operational safety management processes with practical examples. The project was launched in February 2017 for a duration of 24 months with the following eligible States: Botswana, Burkina Faso, Cabo Verde, Cameroon, Cote d'Ivoire, Ethiopia, Gambia, Ghana, Kenya, Madagascar, Mali, Mauritania, Mauritius, Morocco, Namibia, Niger, Nigeria, Senegal, South Africa, Sudan, Togo, Tunisia, Uganda, and Zimbabwe. Since the 20th meeting of the AFI Plan Steering Committee (AFI Plan SC) and as more AFI States attain the 60% EI target, the SSP Project Document was revised to incorporate new eligible States including Benin, Congo, Gabon, Mozambique and Rwanda.

2.19 The Project implementation approach was revised to take into account SSP implementation based on satisfactory implementation of SSP Foundation Protocol Questions (PQs). States are assisted in the review for acceptability and implementation of the USOAP Corrective Action Plan (CAP), for the SSP Foundation PQs as well as the review of the States' results of the SSP Gap Analysis Questions. Furthermore, States are sensitized on SSP Implementation Assessments (SSPIAs) under the USOAP CMA and the associated amended SSP-related PQs. With the prevailing

COVID-19 pandemic, remote guidance and assistance continue to be provided to States in monitoring their performance on the USOAP CMA OLF (Democratic Republic of Congo, Sierra Leone, Guinea, etc.).

2.20 To date, moderate progress has been achieved by States towards implementation of safety management provisions as envisaged under the project: 91% of the States started SSP gap analysis (Level 1); 73% of the States completed SSP gap analysis (Level 2); 46% of the States have defined SSP implementation plan (Level 3); and only one State (Rwanda) has fully implemented SSP (Level 4). The meeting commended Rwanda for the achievement and urged the States to share its experience.

2.21 As a way forward, there is need to: intensify technical assistance to States with special emphasis on assisting States to develop and implement SSP implementation plans and to perform self-assessment of SSP Foundation Protocol Questions and, when applicable, develop and implement corresponding corrective action plans (CAPs); and progressively co-opt into the SSP Project additional States as and when they attain the threshold of 60% EI.

In view of the above, the following conclusions were formulated:

RASG-AFI/6 Conclusion 6/15: State Safety Programme (SSP) and Safety Management System (SMS) Implementation

That RASG-AFI States,

- a) **to initiate their SSP Gap Analysis in order to develop an SSP implementation plan;**
- b) **continue their efforts to establish and implement State Safety Programme (SSP), with the support of ICAO through the AFI Plan SSP Project, in accordance with the GASP, Annex 19 provisions, and in line with the relevant revised Abuja Safety target; and**
- c) **regional and international organizations are invited to share tools and examples which support effective State Safety Programme (SSP) and Safety Management System (SMS) implementation to be considered for establishment of regional data base and posting onto the ICAO safety management implementation website.**

Aerodrome Certification Project

2.22 The meeting was updated on the status of implementation of the aerodrome certification Project supported by the AFI Plan to assist States certify their international aerodromes. The Regional Offices and States continue to pursue the implementation of the Aerodrome Certification Project. So far, 12 international Airports (Abidjan, Bamako, Lagos, Abuja, Niamey, Libreville, Dakar, Maputo, Lusaka, Kigali, Manzini and Windhoek) in 11 beneficiary States have been certified. This achievement raised the percentage of certified aerodrome in Africa from 22.05% in 2016 to 29.55% in November 2020.

2.23 Challenges faced in the project implementation are still related to the CAAs/Airports commitment and the resolution of deficiencies found at airports, as well as the availability of trained technical personnel at both the CAAs and the airports Operators level.

2.24 In accordance with the Project document, meetings and workshops continue to

be conducted for the remaining and new beneficiary States. The ICAO Regional Offices are currently following up on the implementation of the Action Plans of the nine (9) remaining States, and are still calling on these States to increase their commitment to the full implementation of the Project. Some States such as Benin, Botswana, Burkina Faso, Cameroon, Congo, and Seychelles that had been slow in implementation of the Action Plan, have recently shown progress and were due to complete the certification process by end of 2020 or early 2021.

AGENDA ITEM 3: ICAO “NO COUNTRY LEFT BEHIND (NCLB)” INITIATIVE

3.1 The Secretariat presented information and updates on the ICAO “No Country Left Behind (NCLB)” Initiative and its achievements since its inception in 2014.

3.2 The meeting recalled that the No Country Left Behind (NCLB) initiative highlights the efforts by ICAO to assist States in the implementation of Standards and Recommended Practices (SARPs) whilst ensuring global harmonization and States’ access to the socio-economic benefits of safe and reliable air transport. The NCLB also supports efforts to resolve Significant Safety Concerns (SSCs) as well as other safety, security and emissions-related issues.

3.3 Furthermore, as part of the NCLB Initiative, ICAO, as an Organization, is required to provide more direct assistance to developing countries through coordination and pooling of resources, and participation in regional efforts, mobilization of voluntary funds and build capacity. The NCLB initiative therefore coordinate and publicize Organization-wide activities consistent with these priorities.

3.4 The meeting was presented with some of the key ICAO activities and implementation resources in collaboration with and support of the NCLB initiatives notably:

The ICAO World Aviation Forum

3.5 The Forum is designed for high-level government officials responsible for transport and infrastructure, finance, economy, and tourism; and key industry and financial partners. It identifies needs, facilitates the funding and financing required to accelerate the implementation of international civil aviation global standards and policies in support of the No Country Left Behind (NCLB) initiative. The Forum also urged stakeholders to share information and best practices with a view to ensuring sufficient resources for sustainable aviation development.

3.6 ***Regional Implementation support*** - through the various activities of the PIRGs and RASGs in the different ICAO regions included the conduct of seminars and workshops, establishment of a framework for effective implementation and support, technical assistance activities, AFI Plan activities, AFI Flight Procedure Programme (AFPP), Security and Facilitation as well as Environmental Protection.

3.7 The meeting noted the achievements of the NCLB initiative with the increased global awareness on the importance of effective implementation of ICAO Standards and Recommended Practices (SARPs), policies, plans and programmes, partnerships and pooling of resources to support the sustainable development of aviation.

RASG-AFI/6 Conclusion 6/16: Support to ICAO NCLB Initiative

That States and other Stakeholders, including international and regional organizations and service providers embrace and contribute resources, including financial and in-kind, to ensure effective implementation of the NCLB Initiative.

AGENDA ITEM 3.2: UPDATE ON THE SAFETY INITIATIVES BY STATES, REGIONAL ORGANIZATIONS, INDUSTRY AND PARTNERS, ESPECIALLY UNDER THE CONTEXT OF COVID-19.

Remote Performance of Regulatory Certification and Oversight Activities

3.2.1 The United States (U.S.) Federal Aviation Administration (FAA) provided a paper relating to the remote performance of regulatory certification and oversight activities. The meeting was informed that FAA had been developing this technology for a while and expanded both its capability and use during the COVID-19 pandemic in order to continue exercising its safety oversight responsibilities despite travel restrictions and inaccessibility of facilities.

3.2.2 The primary tools the FAA is using include remote cameras, microphones, electronic document retrieval and review, and working with certificate holders and applicants through video or audio conferencing.

3.2.3 The meeting noted that the main benefit of performing oversight activities remotely is the efficiency gained through not requiring inspectors to travel. This means the practice can continue, even when circumstances once again facilitate routine/frequent travel. The ability to see, through cameras, laptops, etc., a remote location will likely mean fewer physical visits by inspectors over time.

3.2.4 The FAA continues to standardize processes, to learn where the technology is appropriate for sampling and verification work and where the technology may not assist with oversight or needed some adjustments.

3.2.5 As a way forward the meeting invites the FAA to share any guidance material relating to the conduct of remote oversight process as well as On the Job Training material which is on development in order to enable States to gain experience on this new methodology.

Guidance on operationalization of remote oversight and surveillance programme

3.2.6 The meeting was presented with the EAC CASSOA guidance material on remote oversight as an alternative mechanism of traditional oversight. The COVID-19 pandemic has constrained civil aviation authorities to explore alternative methods to ensure continuous compliance with regulatory requirements in particular, conducting remote auditing of aviation operations as necessitated by the emergence of adverse circumstances which impede the conduct of on-site safety oversight activities.

3.2.7 The meeting noted the importance of developing mechanisms for the conduct of remote oversight. Hence, the need to establish a consistent, structured, reliable and timely regulated entity evaluation mechanism for the successful implementation of effective remote oversight.

3.2.8 Meanwhile, in determining the applicability of remote oversight or auditing on a par-

ticular entity, consideration should be given to effective Safety Management System (SMS) implementation, good compliance record/history and a sound safety culture in the performance of aviation activities.

3.2.9 The meeting was reminded the release of ICAO Doc 10144 - Handbook for CAAs on the management of aviation safety risks related to COVID-19 and the existence of other guidance materials to support States to mitigate the risks related to the COVID 19 pandemic. This information is available on the ICAO webpages COVID-19-Safety-Risk-Management (<https://www.icao.int/safety/SafetyManagement/Pages/COVID-19-Safety-Risk-Management.aspx>) and COVID-19 Operational Safety Measures (<https://www.icao.int/safety/COVID-19OPS/Pages/operational-safety-measures.aspx>).

RASG-AFI/6 Conclusion 6/17: Development of remote safety oversight mechanism

That, AFI States establish a formal mechanism for the conduct of an effective and efficient remote safety oversight activities and consequently, amend their Inspector Handbook to include procedures and processes; and ensure a proper training of the concerned staff.

New ACI-ICAO Airport Safety Professional qualification programme

3.2.10 The meeting was informed that on 04 November 2020, ACI and ICAO launched the Airport Safety Professional qualification programme which is the second programme developed jointly by ACI and ICAO after the Global ICAO-ACI Airport Management Professional Accreditation Programme (AMPAP) which was first introduced in 2007.

3.2.11 The Programme is aimed at capacity building of Airport personnel (Operators and Regulators) which still remains challenge on the African continent. The meeting further noted that the programme will support the African airport industry in the recovery and sustainability efforts by assisting airports to align safety practices with ICAO SARPS.

3.2.12 ACI further reported that the ASP targets to train and recognize senior airport managers and airport regulators who have demonstrated an understanding of relevant ICAO Standards and Recommended Practices (SARPs), developed professional excellence in the field of airport air-side operations as well as maintained ACI industry best practices.

3.2.13 The ASP Programme is an online course delivered by ACI Certified Instructors and incorporates an exam for full accreditation. After completion of the Programme, State regulators and airport operations personnel who have undertaken the program will be able to employ best practices at airports at the same time ensuring that the ICAO SARPS are adhered to at the airports.

AFI State Safety Programme (SSP) Peer Review Mechanism

3.2.14 The meeting was presented with a proposal by Kenya and South Africa, for the establishment of an AFI State Safety Programme (SSP) Peer Review Mechanism as part of the AFI Plan SSP project. This mechanism is expected to provide for a State-to-State peer review through sharing of technical experts among AFI States to support the development and implementation of their SSP.

3.2.15 Furthermore, the objective of the mechanism is to ensure that all AFI states have achieved the GASP and Regional goal of effective SSP implementation by 2025. The programme

recognises the importance of management of safety as one of the top priorities in achieving the acceptable level of safety performance and reducing aviation safety risks. It therefore supports the GASP mandate to reduce operational risks and implement proactive programmes to manage safety and prevent accidents and loss of life and damage to property/infrastructure.

3.2.16 It is envisaged that the establishment of the AFI SSP Peer Review Mechanism will ensure that States benefit from each other's expertise and resources in the improvement of SSP implementation.

3.2.17 The meeting noted the moderate progress, so far, achieved by States in the AFI region in the implementation of SSP with only 1 AFI State (Rwanda) having achieved full implementation of SSP. It was further noted that the challenges faced by States in advancing SSP implementation include lack of qualified technical personnel and resources. Therefore, the sharing of technical experts and resources among the AFI States, as part of the AFI SSP Peer Review Mechanism, will include the sharing of guidance materials and tools that will assist States in the implementation of their SSP, assistance in performing self-assessment of SSP Foundation PQs and support in the implementation of corresponding Corrective Action Plans (CAPs).

3.2.18 In order to initiate the project, the meeting agreed to consider establishment of the proposed pilot programme consisting of 6 States, that are at different levels of SSP implementation. To this end, South Africa, Kenya, Rwanda, Cote d'Ivoire, Nigeria and Togo were identified to be part of the pilot programme to concretise the concept. The programme will eventually be expanded to include other AFI States to be identified at a later stage.

3.2.19 The meeting agreed to the consultation by the Regional Offices on the modalities to the establishment of the AFI SSP Peer Review Mechanism as a means to complement the AFI Plan SSP Project with a view to further enhance and improve SSP implementation in the region.

RASG-AFI/6 Decision 6/18: Support to the SSP Peer Review Mechanism

That, the ICAO Regional Offices facilitate the finalisation of modalities towards the establishment of the SSP Peer Review Mechanism taking into consideration the involvement of SMEs in the deployment of the Aviation Safety Risk Management iPack.

RASG-AFI/6 Conclusion 6/19: Cooperation amongst States in the AFI SSP Peer Review Mechanism

That AFI States collaborate and work together in the AFI SSP Peer Review Mechanism to enhance safety, through effective SSP implementation and thereby achieve the regional goals

FAA Aerodrome Inspection Practices due to COVID-19

3.2.20 The meeting was informed that the Federal Aviation Administration (FAA) has partnered with ICAO to organize a webinar aimed at informing inspectors and aerodrome operators of how FAA is reducing exposure to COVID-19 and conducting remote inspection oversight to ensure safety at certificated airports as a basis for best practices. The webinar aims to share experiences with Aerodrome operators about necessary protocols to adhere to both prior to and during an aerodrome inspection process.

3.2.21 The meeting was further informed that, two representative States from the AFI region

will each provide their lessons learned on aerodrome inspection during COVID-19. AFI States were therefore encouraged to participate in the webnair by nominating Aerodrome Inspectors and Operators to benefit from this long standing relation between ICAO and FAA.

ICAO Government Safety Inspector Course Conversion to Virtual Delivery

3.2.22 FAA informed the meeting that the ICAO endorsed Government Safety Inspector (GSI) training courses are being converted from classroom to virtual. The GSI Air Cargo Certification Course 18702 has already been converted to virtual delivery and two courses have been scheduled by ICAO to be delivered in December 2020.

3.2.23 The FAA and ICAO will begin conversion of the remaining courses into virtual delivery offerings, beginning with the GSI Air Operator Certification Course 18700, and followed by GSI Personnel – Personnel Licensing Course 18710, and GSI Airworthiness – Air Operator and Approved Maintenance Organization Course 18701. Each of these course conversions will take about eight weeks, followed by a validation course offering FAA’s Model Civil Aviation Regulations Version 2.10 and publication of new version in November 2020.

3.2.24 The meeting recalled that the Model Civil Aviation Safety Act (Act) and the Model Civil Aviation Regulations (MCARs) were published to assist States in carrying out their aviation safety oversight responsibilities. The Act and the MCARs provide primary information sufficient to allow a State to meet its overall safety oversight responsibilities and to emphasize State’s commitment to aviation safety as required by ICAO Safety Oversight Critical Elements 1 – Primary Aviation Legislation and 2 – Specific Operating Regulations.

3.2.25 It was further noted that over 80 ICAO Contracting States, that have adopted previous versions as the basis for their civil aviation law and civil aviation regulations, currently use the MCARs. In addition, the MCARs support the ICAO Endorsed Government Safety Inspector training courses. The MCARs can be found on the FAA web site at: <https://www.faa.gov/about/initiatives/iasa/mcar/>

AGENDA ITEM 4: REVIEW OF THE FUTURE WORK PROGRAMME OF THE RASG-AFI AND ITS AUXILIARY BODIES

4.1 The meeting was presented with the Work Programme of the RASG-AFI and its Auxiliary Bodies for 2021. The activities cover those of the RASC, the Safety Support Teams (SSTs), RASG-AFI regional meetings and the Joint APIRG/RASG-AFI Coordination Task Force (ARCTF) meetings.

4.2 The new working arrangement for APIRG and RASG-AFI Meetings (Joint Opening and Closing Plenaries; and sessions in-between) has required an amendment to the RASG-AFI Procedural Handbook to reflect same, as well as the provisions of the 2020-2022 Edition of the GASP. 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 role players to avoid duplication of efforts.

4.3 The meeting noted that the only Significant Safety Concerns (SSCs) remaining in the RASG-AFI Region (in Eritrea) is long overdue and should be resolved in not a distant future. In addition, Aircraft Accident and Incident Investigation (AIG) continues to be generally a weak area in the region. Furthermore, it was noted that the AFI Plan study will inform the way forward as far

as the streamlining of regional organizations is concerned. Follow-up actions on the two AIG Workshops held at Addis Ababa, Ethiopia, and Abuja, Nigeria, in August and September, 2018 respectively, to facilitate development of harmonized legislation, regulations and procedures in States, will be undertaken in the context of COVID-19 pandemic.

4.4 A key focus area relates to inclusion of certain items on the list of emerging safety issues for the Region, such as Remotely Piloted Aircraft Systems (RPAS) and progressive increase in EI levels in all areas for all States, taking into account the concept of High Safety Oversight Index (greater than 1) in all functional areas.

RASG-AFI/6 Decision 6/20: Review and endorsement of the RASG-AFI Work Programme for 2021

That, RASGAFI/6 approve Work Programme for 2021 of RASG-AFI and its Contributory Bodies as contained in the Appendix XX to this report.

AGENDA ITEM 5: REVIEW AND UPDATE OF THE RASG-AFI PROCEDURAL HANDBOOK AND TERMS OF REFERENCE

5.1 Following the review of the terms of reference (ToR) of the PIRGs and RASGs by the ICAO Council to improve the performance and expected results of the Groups, the twenty-second Meeting of the AFI Planning and Implementation Regional Group (APIRG/22) and the Fifth Meeting of the Regional Aviation Safety Group for Africa-Indian Ocean (RASG-AFI/5) held at Accra, Ghana, in July 2019, tasked the two Groups to make consequential changes related to the revised terms of reference to the APIRG and RASG-AFI as contained in their respective Procedural Handbooks.

5.2 The main aspects of the generic ToRs are to clarify the roles of stakeholders and promote partnership among them, harmonize the methods of work and improve regional reporting through more frequent meetings. It was agreed that the option to further expand the generic terms of reference to suit the regions needs will ensure flexibility of the work and lay the foundation for a more efficient meeting model and reporting.

5.3 Secretariat presented proposals for the amendment of the RASG-AFI Procedural Handbook to incorporate the Terms of Reference of RASGs approved by the ICAO Council in line with Decision C-DEC 210/4 aimed at enhancing and improving the performance and expected results of the Group.

5.4 The ICAO Council Decision, C-DEC 210/4 stated several objectives for enhancing the PIRGs and RASGS, including;

- a) Better alignment and harmonization of the Groups' working mechanisms;
- b) The need to adopt a project-based methodology for the work the Groups undertake;
- c) Means to increase effectiveness and efficiency of the Groups; and
- d) Closer link between PIRGs and RASGs and States' DGCA's.

5.5 To achieve the above objectives, it called for the revision of the Terms of Reference (ToR) of PIRGs and RASGs as contained in their respective Procedural Handbooks. The RASG-AFI Procedural Handbook has therefore, been revised accordingly. Due to the volume of material being proposed for addition to the Handbook, it was deemed necessary to refer to it as a new

edition (i.e. RASG-AFI Procedural Handbook, Third Edition, November 2020) instead of a revision. The electronic version of the Handbook will be available online at the ICAO WACAF and ESAF Websites (icaowacaf@icao.int and icaoesaf@icao.int respectively).

The meeting formulated the following Decision:

RASG-AFI/6 – Decision 6/21: Review and update of the RASG-AFI Procedural Handbook and the Terms of Reference of RASG-AFI.

That,

- a) **RASG-AFI/6 Meeting approve the proposed amendment to the RASG-AFI Procedural Handbook as endorsed by the RASC/5 Meeting and here presented, or as changed;**
- b) **The Secretariat finalize the revised RASG-AFI Procedural Handbook accordingly and publishes it, to be effective 1 January 2021.**

AGENDA ITEM 6: ANY OTHER BUSINESS (AOB)

PART V:

APIRG/23 AND RASG-AFI/6
SECOND JOINT SESSION

AGENDA ITEM 1: REVIEW AND ADOPTION OF THE CONCLUSIONS AND DECISIONS OF THE APIRG/23 AND RASG-AFI/6 MEETINGS

AGENDA ITEM 2: ANY OTHER BUSINESS (AOB)

AGENDA ITEM 3: VENUE AND DATE OF THE NEXT APIRG & RASG-AFI MEETINGS

3.1 The date and venue for the next meetings of APIRG and RASG-AFI will be coordinated by the Secretariat and communicated to members in due course.

AGENDA ITEM 4: CLOSING CEREMONY-