



**AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP
TWENTY FIRST MEETING (APIRG/21)
(Nairobi, Kenya, 9-11 October 2017)**

Agenda Item 2: Follow-up on APIRG/20 Meeting Conclusions and Decisions

2.1 Action taken by ANC on the report of APIRG/20

AIR NAVIGATION COMMISSION

**REVIEW OF THE REPORT OF THE TWENTIETH MEETING OF THE AFRICAN –INDIAN
OCEAN PLANNING AND IMPLEMENTATION REGIONAL GROUP (APIRG/20)
AND
THE REPORT OF THE THIRD MEETING OF THE REGIONAL AVIATION SAFETY GROUP
FOR AFRICA AND THE INDIAN OCEAN (RASG-AFI/3)
(~~Items 20128 and 20129~~)**

Presented by the Secretariat

SUMMARY
The Air Navigation Commission (ANC) Working Group for Strategic Review and Planning (WG/SRP) hereby presents its review of the reports of the APIRG/20 and RASG-AFI/3 Meetings.
Action by the APIRG/21 Meeting is in paragraph 3
REFERENCES APIRG/20 report RASG-AFI/3 report
This information paper is related to ICAO Strategic Objective(s): A, B, E

1. INTRODUCTION

1.1 The twentieth meeting of the AFI Planning and Implementation Regional Group was held in Cote d'Ivoire from 30 November – 2 December 2015, and was attended by 151 participants from 30 AFI States and 14 Regional/International Organisations and Industry. It was followed by the third meeting of the Regional Aviation Safety Group for Africa and Indian Ocean from 3 – 4 December 2015, which was attended by 128 participants from 24 States, 10 Regional Organisations/Industry Stakeholders. The meetings were held in the same location to promote coordination.

1.2 The Air Navigation Commission WG/SRP reviewed both reports on 25 February 2016. The APIRG/20 report contains thirty seven conclusions and eleven decisions. **Appendix A** to this information paper, presents the analysis of the conclusions and decisions of APRIG/20, including action to be taken by the Commission on selected conclusions.

1.3 The RASG-AFI/3 report contains fifteen conclusions and eighteen decisions. **Appendix B** to this information paper presents, the analysis of the conclusions and open decisions of the RASG-AFI/3 meeting. All other follow-up action will be taken by the Secretary General in accordance with established practice.

2. DISCUSSION

2.1 From a regional point of view, it was noted that both the APIRG and RASG-AFI were taking measures to coordinate activities and action plans in the AFI region, facilitated by holding the two meetings back to back and the establishment of a joint APRIG/RASG-AFI Coordination Task Force. In the case of the APIRG, a reorganisation and the introduction of a Projects Coordination Committee was proposed, whilst the RASG-AFI report contained a number of conclusions and decisions aimed at strengthening coordination (Conclusion 3/1 and Decisions 3/3, 3/7, 3/12, 3/13 and 3/15). The WG/SRP expressed that it was difficult to get a sense of which bodies were taking charge of the various activities. It was noted that there are a large number of good projects which all require resources that are drawn from the same limited pool. It is therefore essential that a good coordination and prioritisation process is in place and that these should be based on safety and air navigation concerns and risks. The expected exponential traffic growth in the AFI region will be a challenge and should be taken into account in the prioritisation process.

2.2 The Secretariat explained that a lot work and integration is taking place in the region and that it is perhaps not always possible to get a sense of this from the individual PIRG/RASG meeting reports. In that case, it was commented that some kind of checkpoint or status report of the projects and KPIs would be useful in the reports. The WG/SRP was reminded that the [RASG-AFI Annual Regional Safety Report](#) could provide some context in terms of priority activities.

2.3 Many of the Conclusions in the RASG-AFI/3 report referred to mutual support activities such as workshops, appointing focal points, strengthening of Safety Support Teams (SST) etc. The WG/SRP supported such initiatives and queried whether there were best-practice methods for doing so in order to achieve maximum impact while using resources in the most effective manner. In some cases it is difficult to determine what tangible outcomes are being targeted and what the real practical difficulties experienced are. It was mentioned that sharing of best practice experience, such as the lessons learnt in resolving the Sierra Leone Significant Safety Concern (SSC) could be more valuable than conducting seminars and workshops.

APIRG

2.4 The ANC WG/SRP noted the trend in Unsatisfactory Conditions Reports (UCR) and endorsed APIRG Decision 20/6 to work with the RASG-AFI in identifying measures to be taken.

2.5 With regards to paragraph 2.2.10, the WG/SRP requested confirmation that the issues regarding the airspace sectorisation of the Accra FIR were resolved. The Secretariat confirmed that all relevant States have in place Letters of Agreement (LoA) for the airspace over Togo and Benin. However, whilst there is radar available for this airspace, the service provided is procedural. This means that neighbouring FIRs also must provide procedural services in their airspace. There should therefore be a focus on training for radar control services in Africa. The tactical action group set up to monitor UCRs will keep a close eye on the trends over the next year to determine if the sectorisation has had an adverse impact.

2.6 In relation to Conclusion 20/07, the WG/SRP noted that the problem of missing flight plans is not unique to this region and may be due to any number of reasons. The AFI region focal points are investigating the main causes with a view to proposing remedial actions to reduce the incidence.

2.7 In relation to Conclusion 20/10 on Search and Rescue (SAR), the WG/SRP noted from its review of a number of regional meeting reports that there were a number of concerns regarding SAR, and proposed that the GADSS Advisory Group should take this into account. The WG/SRP was advised that there would be a combined SAR exercise and workshop for AFI/MID and APAC in the Seychelles. A four-day Regional and inter-regional workshop on the provision and improvement of search and rescue services in the Africa-Indian Ocean Region, involving APAC, AFI and MID Regions was held from 18 to 22 July 2016 in Mahe, Seychelles.

2.8 Regarding Conclusion 20/12 the WG/SRP considered that Civil/Military cooperation should incorporate drone usage by military authorities in the Flexible Use of Airspace procedures.

2.9 The WG/SRP welcomed Conclusion 20/14 on PBN Implementation, but queried what practical actions were taking place. The Secretariat advised that ASECNA and Tanzania and now also Portugal are assisting in the African Flight Procedures Programme, but acknowledged that further involvement by States is necessary.

2.10 In relation to Conclusions 20/18 and 20/19, the WG/SRP urged States to enforce Annex 6 standards with regards to height keeping performance monitoring and enforcement as well as relevant PANS-ATM procedures. The WG/SRP recalled a mid-air collision between a medical flight and a commercial air transport flight that occurred in September 2015, which could have been the result of a serious failure of height keeping performance. The Secretariat agreed to find out further information on what initial actions are being taken with regards to this accident.

2.11 The WG/SRP noted the positive cooperation between States, Air Navigation Service Providers and Airlines in the regional communication survey.

2.12 In relation to Conclusion 20/40, the WG/SRP noted that lack of competence of MET and AIM personnel was also noted in other regions (see AN.WP.9029 paragraphs 2.2 and proposed action 3.1 a)). It was mentioned that certain MET functions could be delegated to other Ministries or Bodies.

2.13 In relation to Conclusion 20/47 the WG/SRP was advised that all Air Navigation Plan (ANP) Volumes I and II were expected to be approved and published by June 2016.

RASG-AFI

2.14 In relation to Decision 3/07 and Conclusion 3/08, discussion was held in terms of ensuring that assistance and funds are provided in line with the global and regional safety priorities, and there was appreciation for the fact that the AFI region was the first to establish such targets (the Abuja safety targets).

2.15 The WG/SRP also expressed the opinion that the Corrective Action Plan (CAP) target dates and actions should be realistic to ensure ownership of the action (as opposed conforming to a target date in line with a global plan but which is not realistically achievable for the State).

2.16 In relation to Conclusion 3/09, the WG/SRP commended IATA for its initiatives and agreed that analysis of IOSA-provided information would be another good tool to increase understanding of both the State and airlines' positions. The WG/SRP agreed that the use of IOSA Standards is commendable

but cautioned that IOSA might not be well-adapted for smaller operators so should be implemented mindfully.

**3. ACTION BY THE APIRG/21 MEETING AIR-NAVIGATION
COMMISSION**

3.1 The APIRG/21 Meeting ~~Air Navigation Commission~~ is invited to:

- a) note the reports of the APIRG/20 and the RASG-AFI/3 and the report of the ANC WG/SRP thereon, as contained in this paper; and
- b) note the actions recommended in this report as proposed in Appendix A hereto; and
- c) note the actions recommended in this report as proposed in Appendix B hereto.

APPENDIX A: LIST OF CONCLUSIONS AND DECISIONS APIRG/20

No.	Title of Conclusion or Decision	SRP Recommendation to ANC
Conclusion 20/01	Certification of International aerodromes	To Note
Conclusion 20/02	Implementation of PANS-Aerodromes provisions	To endorse encouragement of States to respond to all State Letters
Conclusion 20/03	Aerodrome Emergency Planning including Public Health Emergency	To Note
Decision 20/04	AFI ANS key performance indicators, targets and monitoring	To Note
Conclusion 20/05	Status of implementation of ASBU Block 0 modules	To Note
Decision 20/06	Measures to address the high number of unsatisfactory condition reports in the AFI region	To Note
Conclusion 20/07	Addressing missing flight plans	To Note
Conclusion 20/08	Measures to Support CPDLC/ADS-C implementation in the AFI region	To note
Conclusion 20/09	Implementation of ICAO PBCS manual and GOLD manual	To note
Conclusion 20/10	Search and Rescue	Recommend the GADSS Advisory Group looks at global SAR implementation concerns.
Conclusion 20/11	AFI Air Navigation Deficiency Database	To Note
Conclusion 20/12	Civil Military cooperation and coordination	
Conclusion 20/13	Resolution of safety issues in the airspace over South Sudan	To Note
Conclusion 20/14	Regional PBN Implementation Plan	To Note
Decision 20/15	Regional Performance Based Navigation Implementation Strategy	To Note
Conclusion 20/16	Optimisation of the functions of the African Flight Procedure Programme (AFPP)	To Note
Conclusion 20/17	Support to the AFPP	To Note
Conclusion 20/18	Comprehensive measures to improve the AFI RVSM safety levels	Recommend that a high priority is put on the implementation of these measures
Conclusion 20/19	Implementation of SLOP	Recommend that a high priority is put on the implementation of these measures
Conclusion 20/20	Restoration of the performance of AFS Circuits	To note
Decision 20/21	Adoption of the AFI AMHS Manual and the AFI IP in infrastructure test guidelines	To note
Conclusion 20/22	Implementation of AHMS	To Note
Conclusion 20/23	Upgrade of VSAT backbone to support the interconnection and	To endorse the need for States to register use of

No.	Title of Conclusion or Decision	SRP Recommendation to ANC
	operation of AMS	VSAT in an official manner so it can be protected (see also Conclusion 20/30).
Conclusion 20/24	Establishment of a Project Team for the implementation of a data link central monitoring and reporting agency	To Note
Conclusion 20/25	Sharing of study on GNSS	To Note
Conclusion 20/26	Implementation and interconnections of surveillance systems	To Note
Conclusion 20/27	Assignment of SSR Mode S interrogator identifier Codes	To Note
Decision 20/28	Adoption of the AFI II Code Assignment criteria and the AFI II does assignment manual	To Note
Conclusion 20/29	Continued support to ICAO Position at WRC	To Note
Conclusion 20/30	Protection of C Band Spectrum	To Note
Conclusion 20/31	Reinforcement of the Capacity of AFI CNS Personnel	To Note
Conclusion 20/32	Coordination for air navigation service planning and implementation	To Note
Conclusion 20/33	Implementation of AN-Conf/12 Rec 3/8c	To Note
Conclusion 20/34	Interoperable Systems and Data	To Note
Conclusion 20/35	Planning and implementation of AIM	To Note
Decision 20/36	AIM Personnel competency in the AFI Region	To Note
Decision 20/37	Status of implementation of the MET/SG work programme	To Note
Conclusion 20/38	AFI Air Navigation Report Form for B0-AMET Module	To Note
Decision 20/39	Amendment to the AFI Air Navigation System Implementation Action Plan	To Note
Conclusion 20/40	Qualification of Personnel Performing Safety Oversight functions of the Aeronautical Meteorology Service.	To Note
Conclusion 20/41	Participation in the activities of the future Expert Group on the implementation of MET related SWIM activities	To Note
Conclusion 20/42	Recent WAFS and SADIS developments	To Note
Conclusion 20/43	Action Plan to remove air navigation deficiencies in the MET field	To Note
Conclusion 20/44	Transition Plan for handling OPMET information in digital format in the AFI region	To Note
Conclusion 20/45	Training seminars to develop capability building for handling OPMET data in digital format in the AFI region	To Note
Decision 20/46	Updating the AFI regional SIGMET Guide and AMBEX Handbook	To Note
Conclusion 20/47	Endorsement and Development of the AFI eANP	To Note
Conclusion 20/48	Revised APIRG Procedural Handbook	To encourage a coordinated project approach with

No.	Title of Conclusion or Decision	SRP Recommendation to ANC
		the RASG-AFI and other bodies as necessary

APPENDIX B: LIST OF CONCLUSIONS and OPEN DECISIONS RASG-AFI/3

No.	Title Of Conclusion	SRP Recommendation to ANC
Conclusion 3/01	Coordination between APIRG/RASG-AFI and between RASG-AFI and other entities	To encourage a coordinated project approach with the APIRG-AFI and other bodies as necessary. See also Decision 3/15
Conclusion 3/02	Connectivity constraints for participating in RASC teleconference	To Note
Conclusion 3/03	Strengthening of Safety Support Teams (SST) and the inclusions of Aeronautical Information Management (AIM) as an Emerging Safety Issue.	To Note
Conclusion 3/04	Intensification of Assistance to States in the Resolution of SSCs	To endorse the sharing of best practice such as that gained while resolving the Sierra Leone SSC.
Conclusion 3/05	Taking proactive steps and allocation of required resources by States to resolve SSCs	To Note
Conclusion 3/06	Establishment of Runway Safety Teams (RST) in the context of Aerodrome Certification	Commend cross-discipline approach with industry and urges States to avail themselves of this support (also in relation to Decision 3/8)
Conclusion 3/07	Appointment of focal points by States for coordination with SSTs.	To Note
Conclusion 3/08	Implementation of USOAP CAPs, conduct of self-assessments, and upload of relevant information on the USOAP CMA OLF by States	To Note
Conclusion 3/09	Making IOSA Registration a State Requirement for African Airlines.	To Note See also paragraph 2.15 of this paper
Conclusion 3/10	Provision of relevant safety information and feedback to the RASG-AFI Annual Safety Report	To Note
Conclusion 3/11	Appointment of focal points by States for coordination with AFCAC	To Note
Conclusion 3/12	Assistance of weather States by stronger States in achieving the Abuja Safety Targets.	To Note
Conclusion 3/13	States' support for each other under the ICAO NCLB initiative	To Note
Conclusion 3/14	Making good use of tools relating to identification of civil aviation personnel and human resource requirements made available by ICAO.	To Note
Conclusion 3/15	Taking risk analysis into account by States, in their drive to attaining effective implementation targets.	To Note
No.	Title Of Decision	SRP Recommendation to ANC

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Decision 3/02	Pursuance of RASG-AFI ongoing activities and their reflection in the RASG-AFI work programme for 2016	To Note
Decision 3/03	Coordination of assistance activities (ROST, SST, COSCAP, RSOOs, AFICIS) with a greater focus on the removal of SSCs in the ESAF Region.	To Note
Decision 3/05	Utilisation of Boeing funds under the ICAO SAFE Fund for RASG-AFI project activities	To Note
Decision 3/06	Implementation of the outcomes of the LOC-I Symposium held in Nairobi in June 2015 with a prioritised 5-year Plan of Action	To Note
Decision 3/07	Means for the mobilization of funds to implement SST projects	To Note
Decision 3/08	Prioritisation of efforts in improving EI levels in the areas of AIG, ANS and AGA	To Note
Decision 3/09	Conduct of two AIG workshops in the AFI region on the implementation of the AIG toolkit and development of model MoUs for collaboration in AIG at bilateral and regional levels	To Note
Decision 3/10	Conduct of a safety tools workshop in the year 2016	To Note
Decision 3/11	Provision of support and assistance for the integration and consolidation of RSOOs in the region/	To Note
Decision 3/12	Generation of reports of RASG-AFI outcomes for the attention of the AFI Plan Steering Committee.	To Note
Decision 3/13	Incorporation of the AFI Plan goals for 2016 into RASG-AFI work programme and coordination of its implementation	To Note
Decision 3/15	Establishment of a joint APRIG/RASG-AFI Coordination Task Force	To encourage a coordinated project approach with the APIRG-AFI and other bodies as necessary

— END —