

**INTERNATIONAL CIVIL AVIATION ORGANIZATION**
**Sixth Meeting of the APIRG Airspace and Aerodrome Operations Sub-Group  
(AAO/SG6)**
**4 - 8 September 2023**
**Agenda Item 5: Activities to be coordinated with RASG-AFI**
**5.1. Update on the activities to be coordinated with RASG-AFI on safety issues**
*(Presented by Secretariat)*

<b>SUMMARY</b>
<p>This working paper presents an update on the activities to be coordinated with RASG-AFI on safety issues identified in the areas of AOP, ATM and SAR in ESAF and WACAF regions.</p>
<p><b>Action by the meeting is in paragraph 3.</b></p>
<p><b>REFERENCE(S):</b></p> <ul style="list-style-type: none"> <li>- APIRG 24 report</li> <li>- APIRG 25 report</li> <li>- AFI Air Navigation Deficiencies Database</li> <li>- ARMA LHD reports</li> </ul>
<p><b>Related ICAO Strategic Objective(s):</b> A – Safety, B – Air Navigation Capacity and Efficiency</p>

**1. INTRODUCTION**

1.1 Regional Aviation Safety Groups (RASGs) serve as regional cooperative forums that determine regional priorities, and develop and maintain the regional aviation safety plans, and associated work programmes, based on the *Global Aviation Safety Plan (GASP, Doc 10004)* and relevant ICAO provisions.

1.2 In establishing the Regional Aviation Safety Groups (RASGs), the Council identified the need for coordination between the APIRG, its subsidiary bodies, and the RASG-AFI on safety issues.

1.3 This paper presents an update of activities that are being coordinated by AAO-SG with RASG-AFI.

**2. DISCUSSION**
**2.1 Aerodrome certification**

2.1.1 Aerodrome certification is still a serious challenge for the ESAF and WACAF regions. As of 24 July 2023, only 51 over 119 (42.85%) international airports were certified., Furthermore, 40% of States have not yet certified any airport neither have they developed capacity to do so.

2.1.2 There is still need for States to FastTrack the process for certification of Aerodromes by

addressing the challenges that impede certification such as the lack of management and political will to support the Certification process. This call needs to be made in every forum of both RASG-AFI and APIRG.

## **2.2 Runway safety**

2.2.1 Runway Safety remains a challenge globally. The ESAF and WACAF regional Offices while working with States and industry have been championing the need to have Runway Safety Teams at International Airports to foster Runway Safety activities. This has been undertaken through Runway Safety Go Teams.

2.2.2 The Runway Safety teams have been identified to be desirable avenues for implementation of GRF. The programme for Runway Safety Go Teams relies on States to express interest for a Runway Safety Go team mission. A number of States do not express the interest due to lack of funding or lack of awareness of the Go Team mission. The initiative requires beneficiary States to facilitate the Go Team mission which takes place for three to four days.

2.2.3 The RASG-AFI team could support the GO team mission through advocacy for the activities and calling on States and experts to participate in the initiatives. RSOOs have also played a major role as provided for in the Global Runway Safety Action Plan. The collaboration in the activities need to be strengthened.

## **2.3 Safety in RVSM airspace**

2.3.1 Following the APIRG 25 the Airspace sub-group has followed up on the usage of FL420 in the AFI region. The ICAO secretariat and ARMA have carried out awareness workshops and used all opportunities available to sensitise the ATM community on the unusual usage of FL420 in the region.

2.3.2 The safety of the RVSM airspace however still remains as a major challenge in the region. Large Height Deviations (LHD) continue to be a factor to be addressed. The introduction of Class A airspace in the Mogadishu FIR reduced the number of LHD in that region by over 70%.

2.3.3 The recent events where States closed their borders due to civil unrest has however once again introduced serious safety concerns as flight continue to divert or deviate from usual track in the intent of avoiding closed airspace. The closure of Khartoum FIR and soon after Niger and Gabon airspaces closure led to capacity saturation especially in the Red Sea region leading to increased report on LHD.

2.3.4 The need of coordination with RASG AFI on this aspect cannot be shelved; it is important that close coordination is carried out in order for the region to fully addressed the safety of the AFI RVSM airspace

## **2.4 Performance Based Communication and Surveillance (PBCS)**

2.4.1 The PBCS implementation continue to be a challenge in the region due to lack of capacity at state levels. While some of the AFI states have aircraft operating in the regions that have already implemented PBCS and require the approval process to be carried out, still a number of flights have been identified to fly in these regions without notifying of the approval gained.

2.4.2 In order to address the implementation in a harmonised manner within the region, AAO and IIM SGs require working closely with the RASG AFI and ARMA.

## **3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note the information provided in this working paper;
- b) Encourage States and Organization to effectively participate in regional safety initiatives such as Runway Safety Go Team activities.
- c) Request States and Organization to review the status of implementation of aerodrome operations requirements provided in Appendix A, verify its accuracy and provide any update by 15 October 2023;
- d) take any other action as necessary in light of the discussion in this working paper.

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