



ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

Twenty Sixth Meeting of the Africa-Indian Ocean Planning and Implementation Group (APIRG/26)

7 - 8 November 2023

Agenda Item 4: Items for coordination with RASG-AFI

(Presented by Secretariat)

SUMMARY	
This paper presents items for coordination between APIRG and RASG-AFI for consideration.	
Action by the meeting is at paragraph 3	
References:	REFERENCE(S): <ul style="list-style-type: none"> ➤ APIRG and RASG Procedural Handbooks ➤ ICAO Council Decision C-DEC 210/4 ➤ TORs of PIRGs and RASGs ➤ Global PIRG/RASG Coordination Forum
<i>Strategic Objectives</i>	This Working Paper relates to the ICAO Strategic Objectives: A – Safety, B – Air Navigation Capacity and Efficiency, D – Economic Development of Air Transport, and E – Environmental Protection

1 INTRODUCTION

1.1 The meeting will recall that the alignment of the meeting schedules of the Planning and Implementation Regional Groups (PIRGs) and Regional Aviation Safety Groups (RASGs) was agreed by the 40th assembly of the ICAO Council for effective reporting to respective governing bodies.

1.2 The assembly required that the report should be provided in a standardized format with clear identification of regional and emerging challenges including items for coordination with the RASG in a summarized format.

2. DISCUSSION

2.1 The recent closure of State borders in Gabon, Niger, and Sudan exacerbated safety issues in AFI airspace. There has been an increase of pressure on Air traffic Management because of traffic deviations from planned trajectories raising the reports of non-adherence to separation standards and airspace approval procedures in accordance to Annex 11 requirements. There is need for continuous monitoring and sensitization of Airspace users on need to adhere to separation requirements.

2.2 The ARMA monitors and reports aircraft/operator compliance with ICAO Annex 6 requirements with specific emphasis on associated safety issues. ARMA therefore relies on States to provide data on RVSM approvals. The Red Sea region is an area that has had a history of Large High Deviation (LHD) as well as cases of Aircraft operating within the RVSM airspace without the necessary approvals. Coordination with RASG -AFI is essential to achieve this objective.

2.4 The meeting will recall the requirements for APIRG/23 Decision 23/06 to establish a PBCS implementation team. This requirement is yet to be affected. The PBCS implementation requires aircraft approvals which falls under the responsibility of RASG-AFI. There is need for RASG-AFI to expedite an awareness programme on PBCS to the States to enable effective implementation in the region.

2.5 A recent survey carried out in the WACAF region noted with concern that there was an increase in operation of Unmanned Aircraft System (UAS) activities in the AFI Region. There are more cases of UAS operating without established States' regulatory frameworks. The need for RASG-AFI to support States in expediting the development and implementation of national UAS regulations.

3 ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) Take note of the information provided in this paper;
- b) Request the RASG-AFI and its contributory bodies to continuously support ARMA on monitoring activities related to RVSM approvals;
- c) Request RASG-AFI to conduct an awareness programme on PBCS to States; and
- d) Request RASG-AFI to assist States in the development and implementation of UAS regulations.

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