



International Civil Aviation Organization

APIRG/26 & RASG-AFI/9
(Cotonou, Benin, 6-10 November 2023)

Agenda Item 2: ICAO Follow-up

Review of the action taken by the Air Navigation Commission on the report of APIRG/25 and RASG-AFI/8 meetings

(Presented by the Secretariat)

SUMMARY

This paper presents an overview of the review of the APIRG/25 and RASG-AFI/8 reports by the Air Navigation Commission (ANC).

Action by the meeting is at paragraph 3.

REFERENCES

- * AN-WP/9669
- AN-WP/9649
- C-WP/15511
- Report of the twenty-fifth meeting of the Africa-Indian Ocean (AFI) Planning and Implementation Regional Group (APIRG/25) and the eighth meeting of the AFI Regional Aviation Safety Group (RASG-AFI/8). [LINK](#)

*Principal Reference

1. INTRODUCTION

1.1 The Air Navigation Commission (ANC) agreed on the consolidated annual report on the Planning and Implementation Regional Groups (PIRGs) and Regional Aviation Safety Groups (RASGs) that was planned to be presented to the ICAO Council in its 230th Session (C-WP 15511 refers). The report covered PIRG and RASG meetings from April 2022 to March 2023. The report included an overview of the outcomes from the twenty-fifth meeting of the Africa-Indian Ocean (AFI) Planning and Implementation Regional Group (APIRG/25) and the eighth meeting of the AFI Regional Aviation Safety Group (RASG-AFI/8) held from 7 to 11 November 2022 at the kind invitation of the Government of Rwanda, in Kigali (as previously discussed in AN-WP/9649).

2. DISCUSSION

2.1 The Commission was informed that there is a need to harmonize online mechanisms and tools to collect information and data to monitor safety and air navigation performance in the region, taking into consideration existing tools developed by ICAO.

2.2 Another need identified was the alignment of the regional air navigation plan (ANP) and programmes with the ICAO Global Aviation Safety Plan (GASP) and Global Air Navigation Plan (GANP) as amended by the 41st Session of the ICAO Assembly (A41).

2.3 With regard to the challenge related to the definition of the Africa-Indian Ocean (AFI) region, the Commission noted the advice provided by the AFI Planning and Implementation Regional Group (APIRG) that new definition should be based on the area of accreditation of the ICAO Eastern and Southern African (ESAF) and the Western and Central African (WACAF) Offices.

2.4 The Commission noted and supported the proposal for a consultation on the new definition with the ICAO AFI Group on the Council prior to the presentation to the Air Navigation Commission (ANC) and Council in order to ensure regional harmonization. The Commission considered that this work be expedited and that a new draft definition be submitted to the ANC for review as soon as practical. The Commission also identified the alignment of the Definition of the Africa-Indian Ocean (AFI) Region with the actual geographical area of APIRG and RASG-AFI to facilitate the implementation of programmes as an item related to Governance to be considered.

2.5 With regard to the attendance of PIRGs and RASGs at the proper level, the Commission proposed that the use of credentials be explored. This action may improve the decision-making process of PIRGs and RASGs. The Commission recalled that the use of Regional Air Navigation Meetings was superseded by the use of PIRG and RASG meetings. However, the Commission considered that this item should also be reviewed during the Governance review.

2.6 The Commission noted the impact of conflicts and political instability in some States. The Commission also noted with concern the low attendance of the decision makers in the deliberations of the meetings to secure ownership. Another implementation challenge faced by the region relates to the difficulty in collecting information and data on the status of planning and implementation. The Commission noted that the unavailability of reliable communications with some States (lack of/poor Internet connectivity) remains a problem.

APIRG/25 Meeting

2.7 Regarding the key achievement, the Commission noted the following:

- a) Aerodrome operations – six new aerodromes received ACI APEX reviews. Two webinars and seven workshops on the global reporting format for assessing and reporting runway surface conditions (GRF) were conducted. The implementation of GRF is monitored to measure progress;
- b) Air traffic management (ATM)/search and rescue (SAR) – the third edition of the regional ATM Contingency Plan was adopted, and the implementation of the new regional Secondary Surveillance Radar Code Management Plan (AFI SSR CMP) was successfully concluded. The regional Free Route Airspace CONOPS Second Edition was adopted and the Somalia airspace (Mogadishu flight information region (FIR)) upgrade to Class A above FL 245 was completed and implemented on 26 January 2023;
- c) ATM matters – the regional Reduced Vertical Separation Minimum (RVSM) airspace Target Level of Safety (TLS) improved by a risk estimation of 16.6×10^{-9} from

previous 71.9 x 10⁻⁹ fatal accidents per hour of flight (FAPHF). Performance-based navigation (PBN) implementation increased to 38 States with standard instrument departures (SIDs), 51 States with standard terminal arrival routes (STARs), 52 States with approach with vertical guidance (APV), 76 States with RNP APCH and 82 States with national PBN implementation plans (NPIPs);

d) Communications, navigation, and surveillance (CNS) – overall high rate of implementation of the ANP requirements for conventional CNS facilities and an improved availability of ATS, MET and AIS messages. Improved coverage of Air - Ground communications and aeronautical surveillance in the region based on automatic dependent surveillance — contract (ADS-C) and secondary surveillance radar (SSR) Mode S;

e) ADS-B mandate in RVSM airspace – the level of ADS-B equipage is still low mainly for domestic air traffic sharing the same airspace with international air traffic. There is a need to strike a balance between the types of users;

f) Meteorology – States have been provided with guidance on the implementation of the ICAO meteorological information exchange model (iWXXM). Regional OPMET Databanks (RODBs) Dakar and Pretoria, and associated bulletin compiling centre (BCCs) of RODB Dakar have developed IWXXM capability. A plan of action was developed to address missing data issues in the region and a quality management system (QMS) Roadmap and Certification Process was developed; and

g) Aeronautical information management – in 2022, the number of old and very old NOTAMs, exceeding the validity period, was reduced 14 per cent

2.8 The Commission noted the finalization of the regional Air Navigation Deficiencies Database (AANDD), and that work is in progress with States to nominate AANDD Focal Points. It was also noted that work is in progress to update the list of AN deficiencies.

2.9 The Commission noted that the deliberations included amongst others, the finalization of the Volume III of the eANP and updating of the Volumes I and II, development of data collection mechanisms and the completion of the Regional Annual Air Navigation Report. The Commission noted the need for additional guidance material and tools to assist States and the industry in implementing the ASBUs elements.

2.10 The Commission also noted the APIRG activities and priorities that include assistance to States to enhance the pace of the implementation of the Regional Air Navigation Plan requirements, including Basic Building Blocks and applicable ASBU Elements, through APIRG projects and regional initiatives and programmes such the AFI Plan, etc.). It was noted that there is a need to coordinate effective implementation of the African ANSP Peer Review Programme activities and coordinate the maintenance of the Regional Air Navigation Plan with States, and the management of Air Navigation Deficiencies using automation (AANDD); and foster implementation of seamless air navigation system in the region, including enabling institutional arrangements.

2.11 The Commission also noted the need for ICAO to support capacity building on cyber resilience of air navigation systems through webinars/workshops/seminars.

RASG-AFI/8 Meeting

2.12 Regarding the achievement of the GASP goals and targets, the Commission noted the following:

- a) the accident rate for RASG-AFI increased in 2022 from 3.97 to 10.29 accidents per million departures;
- b) the level of safety oversight, measured by the effective implementation (EI) of the eight critical elements increased in 2022 to 56.23 per cent in the region. However, it remained low and should be addressed through an action plan. Significant progress was being made by many States in the region, including the resolution of significant safety concerns (SSCs) and gradual increase of EI with some States above the global average. Some areas, such as accident and incident investigation require additional support;
- c) the low level of State Safety Programme (SSP) implementation, is of concern, with only one State reporting full implementation. However, the integration of the SSP Implementation Assessment (SSPIA) into the traditional Universal Safety Oversight Audit Programme (USOAP) audit activities will commence in 2025 and this action will support a more comprehensive evaluation of where States SSP are as well as their level of implementation; and
- d) aerodrome certification increased from 42 to 46 out of a total number of 110 international airports. However, there is concern that one State (Liberia) has two SSCs in the area of air navigation services.

2.13 The Commission also noted the priority for the harmonization of the online mechanisms and tools to collect safety data and monitor progress towards achieving targets and the alignment of regional plans and programmes to reflect the latest edition of the GASP. The Commission noted with interest the activity to profile States to proactively identify deficiencies and latent or potential SSCs and provide them with tailored assistance accordingly. The Commission supported the activity to intensify coordination with African Civil Aviation Commission (AFCAC) and Regional Safety Oversight Organizations (RSOOs) to support States and strengthen sharing of resources.

3. ACTION BY THE MEETING

The meeting is invited to review the actions taken by the Air Navigation Commission on the Report of the APIRG/25 & RASG-AFI/8 Report.

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