

APIRG/27 & RASG-AFI/10 - REPORT



ICAO

**REPORT OF THE TWENTY-SEVENTH MEETING OF THE AFI PLANNING AND
IMPLEMENTATION REGIONAL GROUP (APIRG/27)**

&

**THE TENTH MEETING OF THE REGIONAL AVIATION
SAFETY GROUP FOR AFI REGION
(RASG-AFI/10)**

East London, South Africa, 4 – 8 November 2024

PREPARED BY THE SECRETARIAT

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LIST OF ABBREVIATIONS

AAIG	African Aviation Industry Group
AAMP	AFI ATM Master Plan
AAMP PMT	AFI ATM Master Plan – Project Management Team
AANDD	AFI Air Navigation Deficiencies Database
AANRT	AFI Air Navigation Reporting Team
AAO SG	Airspace and Aerodrome Operations Subgroup
AASPG	Africa – Indian ocean Aviation System Planning and implementation group
A-CDM	Airport Collaborative Decision Making
AFCAC	African Civil Aviation Commission
AFI	Africa- Indian Ocean
AFI ATM CP	AFI Air Traffic Management Contingency Plan
AFI-CIS	AFI Cooperative Inspectorate Scheme
AFI CONOPS	AFI Concept of Operations
AFI FRA	AFI Free Route Airspace
AFI FRA PMT	AFI Free Route Airspace Project Management Team
AFI-RASP	AFI Regional Aviation Safety Plan
AFI SSR CMP	AFI Secondary Surveillance Radar Code Management Plan
AFPP	African Flight Procedure Programme
AFRAA	African Airlines Association
AFTN	Aeronautical Fixed Telecommunication Network
AIAG	Air Traffic Services (ATS) Incident Analysis Group
AIM	Aeronautical Information Management
AIXM	Aeronautical Information Exchange Systems
AMHS	Aeronautical Message Handling System
ANS	Air Navigation Services
ANSP	Air Navigation Service Provider
ANS-SST	Air Navigation Service – Safety Support Team
APCC	APIRG Projects Coordination Committee
APIRG	AFI Planning and Implementation Group
ARC-TF	APIRG/RASG-AFI Coordination Task Force
ARMA	African Regional Monitoring Agency
ASCAAR	AFI Secondary Surveillance Radar Codes Allocation and Review
ASBU	Aviation System Block Upgrades
ASECNA	Agency for Air Navigation Safety in Africa and Madagascar
ASRT	Annual Safety Report Team
ATCO	Air Traffic Control Officer
ATS	Air Traffic Services
BAGASOO	Banjul Accord Group Aviation Safety Oversight Organization
BBB	Basic Building Blocks
CAA	Civil Aviation Authority
CAEP	Committee on Aviation Environmental Protection
CANSO	Civil Air Navigation Services Organization
CAPSCA	Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation
CART	ICAO Council’s Aviation Recovery Task Force
CASSOA	Civil Aviation Safety and Security Oversight Agency of the EAC
CDFA	Continuous Descent Final Approach

CFIT	Controlled Flight Into Terrain
CNS	Communication Navigation Surveillance
CODEVMET AFI	Cooperative Development of Aeronautical Meteorological Service in the AFI Region
CPDLC	Controller Pilot Datalink Communications
CRM	Crew Resource Management
EAC	East African Community
EASA	European Union Aviation Safety Agency
FDA	Flight Data Analysis
FRA	Free Route Airspace
FIR	Flight Information Region
GANP	Global Air Navigation Plan
GASP	Global Aviation Safety Plan
GASR	Global Aviation Safety Roadmap
GEUSR	Group of Experts for a USOAP CMA Structured Review
G-HRC	Global High-Risk Category of Occurrence
GPWS	Ground Proximity Warning System
GRF	Global Reporting Format
HLCC	High-level Conference on COVID-19
HRDF	Human Resources Development Fund
IASTA	International Air Service Transit Agreement
IATA	International Air Transport Association
ICAO	International Civil Aviation Organization
iSTARS	integrated Safety Trend Analysis and Reporting System
IIM SG	Infrastructure and Information Management Sub-Group
LOC-I	Loss of control inflight
MET	Aeronautical Meteorology
MSAW	Minimum Safe Altitude Warning
NCMC	National Continuous Monitoring Coordinator
NCPI	National Coordinator for Planning and Implementation
NCLB	No Country Left Behind
N-HRC	National High-Risk Category of Occurrence
OSI-SST	Operational Safety Issues Safety Support Team
PBN	Performance-Based Navigation
PBCS	Performance-Based Communication and Surveillance
PQ	Protocol Question
RASC	RASG-AFI Steering Committee
RASG-AFI	AFI Regional Aviation Safety Group
RDI	Research, Development and Innovation
REC	Regional Economic Communities
R-HRC	Regional High-Risk Category of Occurrence
RODB	Regional OPMET Data Bank
ROST	Regional Office Safety Team
RPAS	Remotely Piloted Aircraft Systems
RSOO	Regional Safety Oversight Organization
RVSM	Reduced Vertical Separation Minimum
SAF	Sustainable Aviation Fuel
SAP	State Action Plan
SAR	Search and Rescue
SARPs	Standards and Recommended Practices

SAT	Group of the continued improvement of Air Traffic Services over the South Atlantic
SBAS	Satellite-based Augmentation System
SLOP	Strategic Lateral Offset Procedure
SOP	Standard Operational Procedure
SSC	Significant Safety Concern
SSO-SST	State Safety Oversight Safety Support Team
SSP-SST	State Safety Programme Safety Support Team
SST	Safety Support Team
TAC	Traditional Alphanumeric Code
TAG	Tactical Action Group
UAS	Unmanned Aircraft System
UPR	User Preferred Route
UPRT	Upset Prevention and Recovery Training
USOAP-CMA	Universal Safety Oversight Audit Programme - Continuous Monitoring Approach

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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.

APIRG/27 & RASG-AFI/10 (Joint Sessions)

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<i>APIRG/27 & RASG-AFI/10 Decision 6/02</i>	<i>Adoption of the Procedural Handbook of the Africa – Indian ocean Aviation System Planning and implementation group</i>
<i>APIRG/27 & RASG-AFI/10 Decision 6/03</i>	<i>Transitional arrangements between APIRG and RASG-AFI Groups and the new AASPG</i>
<i>APIRG/27 & RASG-AFI/10 Conclusion 6/04</i>	<i>AFI Airspace Scrutiny Activities</i>
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<i>APIRG/27 Decision 27/01</i>	<i>Measurement of the impact of FRA implementation in AFI</i>
<i>APIRG/27 Decision 27/02</i>	<i>Update of the AFI ATM Master Plan Project Team</i>
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<i>APIRG/27 Conclusion 27/21</i>	<i>Enhancement of support to APIRG activities</i>

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<i>RASG-AFI/10 Decision 10/01</i>	<i>Development and enhancement of the aircraft accidents investigative expertise in the Africa and Indian Ocean Region</i>
<i>RASG-AFI/10 Conclusion 10/02</i>	<i>Safety Intelligence strategy in support of safety management and decision-making</i>
<i>RASG-AFI/10 Conclusion 10/03</i>	<i>Sharing of Safety Information</i>
<i>RASG-AFI/10 Conclusion 10/04</i>	<i>Implementation of ACAS II (Version 7.1)</i>
<i>RASG-AFI/10 Decision 10/05</i>	<i>Integration of the Safety and Operations Summit report in the annual AFI Regional Aviation Safety Report</i>

PART I:

INTRODUCTION

PART I: INTRODUCTION

Place and duration

- 1.1. The Twenty-seventh Meeting of the AFI Planning and Implementation Regional Group (APIRG/27) and the Tenth Meeting of the AFI Regional Aviation Safety Group (RASG-AFI/10) were held from 4 to 8 November 2024 at the Premier Hotel International Convention Centre in East London, Eastern Cape, South Africa. Two joint sessions APIRG/RASG-AFI were convened on 4 and 8 November 2024.

Attendance

- 1.2. The meetings were attended by Two hundred-forty-two (242) participants from States, the ICAO Headquarters and Regional Offices, international and regional Organizations, industry and other partners and stakeholders. The list of participants is provided in **Appendix 1A** to this Report.

Officers and Secretariat

- 1.3. The Joint sessions of the APIRG/27 and RASG-AFI/10 meetings were co-chaired by Ms. Paule Assoumou-Koki, Director General of the Cameroon Civil Aviation Authority and Chairperson of the APIRG; and M. Fred Bamwesigye, Director General of the Uganda Civil Aviation Authority and Chairperson of the RASG-AFI, respectively.
- 1.4. Mr. Prosper Zo’o Minto’o, Regional Director, ICAO Western and Central African Office, and Ms. Lucy Mbugua, Regional Director, ICAO Eastern and Southern African Office served as Secretaries to the meetings. They were supported by Mr. Arthemon Ndikumana, Deputy Regional Director, ICAO Eastern and Southern African Office, and Mr. Nika Meheza Manzi, Deputy Regional Director, ICAO Western and Central African Office, with the participation of Mr. Martin Maurino, Technical Officer, Global Aviation Safety Plan, from the Air Navigation Bureau (ANB), ICAO Headquarters. The following Officers from ICAO ESAF and WACAF Regional Offices supported the meetings:

<i>Mr. François-Xavier Salambanga</i>	<i>RO/CNS, WACAF Office</i>
<i>Mr. Milton Tumusiime</i>	<i>RO/FS, ESAF Office</i>
<i>Mr. Papa Issa Mbengue</i>	<i>RO/OPS, ESAF Office</i>
<i>Mr. Kebba Lamin Jammeh</i>	<i>RO/FS, WACAF Office</i>
<i>Mr. Elisha Omuya</i>	<i>RO/AGA, ESAF Office</i>
<i>Ms. Keziah Ogutu</i>	<i>RO/ATM, ESAF Office</i>
<i>Mr. Zewdu Aregawi</i>	<i>RO/SI, ESAF Office</i>
<i>Ms. Chinga Mazhetese</i>	<i>RO/MET/ENV, ESAF Office</i>
<i>Mr. Ilboudo Goama</i>	<i>RO/MET, WACAF Office</i>
<i>Mr. Serge Guy Tchanda</i>	<i>RO/ATM, WACAF Office</i>
<i>Mr. Harvey Lekamisy</i>	<i>RO/CNS, ESAF Office</i>
<i>Mr. Rene Tavarez</i>	<i>RO/AIR, WACAF Office</i>
<i>Mr. Fanfe Bamba</i>	<i>RO/AIM, WACAF Office</i>

<i>Mr. Eyob Estifanos</i>	<i>RO/AFI PLAN, ESAF Office</i>
<i>Mr. Alexandre Damiba</i>	<i>African Flight Procedure Program Manager</i>

Working Languages

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

Opening of the meeting

- 1.6. The opening of the Joint session of the APIRG/27 and RASG-AFI/10 took place on Monday 4 November 2024. The meeting was attended by Two hundred-forty-two (242) participants from States, the ICAO Headquarters and Regional Offices, international and regional Organizations, industry and other partners & stakeholders. The list of the participants for the Joint session is provided in **Appendix 1A** to this Report.
- 1.7. During the opening session, statements were delivered respectively by Mr. Mbulelo Sogoni, Director General, Office of the Premier; Ms. Poppy Khoza, Director General of the South African Civil Aviation Authority (SACAA); Ms. Nozipho Mdawe, CEO of the Air Traffic and Navigation Services (ATNS); Ms. Mpumi Mpofu, CEO of the Airport Company of South Africa (ACSA); Ms. Lucy Mbugua, Regional Director for the ICAO ESAF Office, Ms. Paule Assoumou Koki, Director General of the Cameroon Civil Aviation Authority and APIRG Chairperson; and Adv. James Mlawu, Director General of Transports of the Republic of South Africa.
- 1.8. Mr. Mbulelo Sogoni welcomed all the participants and thanked ICAO for choosing East London in South Africa for these important meetings. He invited participants to visit the city when time permits and wished the Meeting fruitful deliberations.
- 1.9. Ms. Poppy Khoza expressed her sincere thanks to the delegates and highlighted the importance of APIRG and RASG-AFI as the regional fora for discussions and decision-making to progress the safe and harmonized implementation of aviation initiatives in the AFI region.
- 1.10. Ms. Nozipho Mdawe, CEO Air Traffic and Navigation Services (ATNS) expressed the pride of South Africa as host State of the APIRG/27 and RASG-AFI/10 meetings. She highlighted the peculiarity of the event marked by the celebration of the 80th anniversary of the signing of the convention of international civil aviation. Furthermore, Ms. Nozipho emphasized the changing operational environment, including the disruptive impacts of cutting-edge technologies, which provides a roadmap for long-term strategic planning and the sustainable growth of the aviation industry; that needs to be considered within the framework of APIRG and RASG-AFI. She wished the meeting fruitful deliberations during its sessions.
- 1.11. Ms. Mpumi Mpofu, CEO Airport Company of South Africa (ACSA), in her speech highlighted the effective support of regional programmes such as the AFI plan, APIRG and RASG-AFI in the implementation of ACI APEX programme as well as other airport improvement initiatives. She emphasized the need for enhanced regional

collaboration and partnership to ensure effective sharing of knowledge, alignment of standards and mutual support. Ms. Mpumi wished all the participants a successful meeting and warm stay in East London.

- 1.12. Ms. Lucy Mbugua, ICAO Regional Director for the Eastern and Southern Africa Office and Secretary of RASG-AFI welcomed the delegates and conveyed the greetings of the ICAO President of the Council, the Secretary General and the Regional Director WACAF who could not attend the opening ceremony for unforeseen reasons. She expressed her sincere appreciation to the Government of the Republic of South Africa for accepting to host the meeting and for the excellent arrangements made for the delegates. She also thanked the participants from States, international and regional organizations as well as industry present in the meeting.
- 1.13. Ms. Mbugua recalled the celebration, this year, of the 80th anniversary of the International Civil Aviation Organization (ICAO) and the signing of the Convention on International Civil Aviation and called for the participants to seize this important event to reflect on the past achievements and look to the future with renewed commitment and determination.
- 1.14. She recalled the outcomes of the Extraordinary Meeting of the Africa-Indian Ocean Planning and Implementation Regional Group & the Regional Aviation Safety Group for the AFI Region (APIRG & RASG-AFI/EO), held on 19 July 2024 in Libreville, Gabon, which tasked the secretariat to expedite the finalization of the merged Group's Procedural Handbook as well as the schedule of the transition, and called on the Meeting to consider the proposals for the new structure and its transition plan. She also highlighted key items to be discussed during APIRG and RASG-AFI sessions including in particular the outcomes of the APIRG and RASG-AFI contributory bodies meetings as well as the outcomes of the 14th Air Navigation Conference.
- 1.15. Finally, the Regional Director expressed her gratitude for the continuous and effective participation of States and Organizations in the RASG-AFI and APIRG activities and acknowledge the critical support and cooperation that the Secretariat has received from the leadership of these two Groups.
- 1.16. Ms. Paule Assoumou Koki, Director General of the Cameroon Civil Aviation Authority and Chairperson of APIRG, in her remarks thanked the Government of the Republic of South Africa for hosting the meetings and for providing participants with excellent working conditions. She acknowledged and appreciated the presence of key representatives from States, international and regional organizations as well as industry in the meeting. She set the scene by recalling the context of PIRGs and RASGs which includes planning and implementation of air navigation system and the support to regional performance framework for the management of safety respectively.
- 1.17. The APIRG Chairperson recalled key items to be discussed during the meeting and encouraged participants to commit to fruitful discussions leading to tangible conclusions and decisions. She expressed her appreciation to the secretariat for the finalization of the AANDD and the ASBU data collection and reporting tool which will be demonstrated. She emphasized that the tools will improve the level of reporting in the AFI region and called on States to collaborate and take advantage of the available tools. She ended her remarks by wishing participants fruitful and pleasant deliberations.

- 1.18. The Joint Twenty-Seventh meeting of the AFI Planning and Implementation Regional Group (APIRG/27) and Tenth meeting of the Regional Aviation Safety Group for the Africa Indian Ocean (RASG-AFI/10) was opened by Adv. James Mlawu, Director General of Transports of the Republic of South Africa.
- 1.19. Adv. James Mlawu expressed his gratitude to ICAO for giving South Africa the opportunity to host the meeting and for its invaluable support and guidance in planning the event. He further stressed the singularity of this event as it may be the final instance where APIRG and RASG meetings are conducted in their current format, following the decision to merge these two regional bodies into a single entity known as the African Aviation System Planning and Implementation Group.
- 1.20. He also emphasized the need for a continued focus on targets and indicators set in the Regional Air Navigation Plan as well as the continued enhancement of the global safety framework through the coordination of efforts, pooling of resources, sharing of data and safety critical information as well as training, in order to effectively resolve the safety issues identified in the region. He wished the delegates a successful meeting and encouraged them to visit East London and appreciate its unique artefacts.

Celebration of the 80th anniversary of the signing of the Convention on International Civil Aviation

- 1.21. In the sideline of the APIRG/27 and RASG-AFI/10 meetings, the Republic of South Africa offered a networking session dinner for the celebration of the 80th anniversary of the signing of the convention on International Civil Aviation (also known as the Chicago Convention). The event was held on 5 November 2024 at the East London ICC Hotel and gathered participants to the meetings as well as South Africa Officials.
- 1.22. The dinner was punctuated by remarks from Mr. Levers Mabaso, Chief Director of the Department of Transport; Ms Lucy Mbugua, ICAO Regional Director for the Eastern and Southern African Office; Mr. Prosper Zo'o Minto'o, ICAO Regional Director for the Western and Central African Office and Ms Nozipho Mdawe, CEO of ATNS.
- 1.23. The speakers expressed their gratitude to ICAO its members as well as all stakeholders for the work done during the past 80 years and highlighted the need for further collaboration and engagement towards safer skies and a sustainable aviation future.
- 1.24. Participants were presented with some videos related to the celebration including ICAO @80th video and Video on ICAO achievement in Africa over the past 80th years which respectively highlights the role played by the international civil aviation in the global economic, environmental, and social development; and messages from the ICAO Council President and the Secretary General related to the event. The rich and varied culture of South Africa was demonstrated to the participants throughout the dinner.

PART II:

APIRG/27 AND RASG-AFI/10
FIRST JOINT SESSION

PART II: APIRG/27 AND RASG-AFI/10 FIRST JOINT SESSION

AGENDA ITEM 1: ADOPTION OF THE AGENDA AND MEETING WORK PROGRAMME

- 1.1. The agenda and the work programme adopted by the joint session is provided in **Appendix 2A** to this Report.

AGENDA ITEM 2: REVIEW OF THE ACTION TAKEN BY THE ANC AND THE COUNCIL ON THE REPORT OF APIRG/26 & RASG-AFI/9 MEETINGS AND FOLLOW-UP OF THE APIRG/26 & RASG-AFI/9 CONCLUSIONS AND DECISIONS, INCLUDING CONCLUSIONS AND DECISIONS OF THE EXTRAORDINARY MEETING OF APIRG AND RASG-AFI

2.1 Review of the action taken by the ANC and the Council on the report of APIRG/26 and RASG-AFI/9 meetings

- 2.1.1 The meeting was informed of the action taken by the Air Navigation Commission (ANC) on the report of APIRG/26 and RASG-AFI/9 meetings. The meeting was also informed that the ANC had agreed on the consolidated annual report on the PIRGs and RASGs, which included an overview of the APIRG/26 and RASG-AFI/9 outcomes.
- 2.1.2 Regarding the alignment of the definition of the Africa-Indian Ocean (AFI) Region with the actual geographical area of APIRG and RASG-AFI, the meeting was informed that the ANC recalled the Council Decision (C-DEC 230/2) and that the Secretariat (Headquarters and ESAF and WACAF Offices) was working on a solution that would resolve the matter.
- 2.1.3 Concerning space launch and re-entry operations, the meeting was informed that similar occurrences were being monitored in other regions and that this could result in a global concern, given the anticipated expansion of high airspace operations. The meeting noted that time was needed to progress work on this issue, with ICAO expert groups expected to be tasked, and Secretariat looking to coordinate with regions which have already developed guidance material on the topic.
- 2.1.4 Regarding the proposed action to be taken by ANC on the significant safety concerns (SSCs) related to the approval of instrument flight procedures, the meeting was informed that the ANC recalled the State's obligation to resolve SSCs to prevent any immediate safety risk to international civil operations. Therefore, the ANC had concluded that no exemption should be granted to avoid jeopardizing the whole process of SSC. The ANC emphasized the States' responsibility to resolve SSCs and requested the ICAO Regional Offices to support States in their effort to improve their safety performance.
- 2.1.5 The meeting noted discussions from the ANC surrounding global challenges related to the slow progress in establishing independent aircraft accident investigation authorities and completion of accident investigation reports; as well as the low level of State safety programme (SSP) implementation across regions. The meeting was informed of

implementation support initiatives, which the Secretariat had discussed with the ANC, to best assist States in addressing these challenges.

- 2.1.6 The meeting was informed that the ANC had sought clarification concerning the request for a notification mechanism to inform States on changes applied to Aviation System Block Upgrades (ASBUs) presented in the Global Air Navigation Plan (GANP) Portal. In response to this request, the Secretariat clarified that changes to the ASBU content were only published on the GANP Portal following endorsement of the GANP by the Assembly. However, the meeting noted that GANP Study Group was deliberating on a solution to reflect the differences more effectively between editions of the GANP.

2.2 Review of the outcomes of the 14th Air Navigation Conference

- 2.2.1. The meeting was presented with the outcomes of the 14th Air Navigation Conference (AN-Conf/14), which was held at ICAO Headquarters, in Montreal from 26 August to 6 September 2024. It was highlighted actions addressed specifically to the PIRGs and RASGs for implementation, taking into consideration that some of actions addressed to States would require regional collaboration and could be integrated into the work of the regional groups. The meeting was informed that, for some specific actions stemming from AN-Conf/14, a progress report would be required from the PIRGs and RASGs, as part of the meetings' outcomes in the future.
- 2.2.2. The meeting was informed that the Conference emphasized the need to address the growing threat of Global Navigation Satellite System (GNSS) interference. A broad agreement was reached on the necessity of a global contingency plan to manage GNSS outages and ensure continued safe navigation. The Secretariat drew the meeting's attention to the recommendation calling for States, through the mechanism of the PIRGs, to develop regional GNSS reporting mechanisms to raise operational awareness of affected geographical areas, to the extent feasible, as described in the *Global Navigation Satellite System (GNSS) Manual* (Doc 9849).
- 2.2.3. The meeting took note of the Conference's support for the establishment of frameworks for near-term implementation of procedures, such as the longitudinal aircraft separation Project 30/10 (the implementation of longitudinal separations of 55.5 km (30 NM) or less in oceanic and remote airspace, and 19 km (10 NM) or less elsewhere), and free route airspace, on a wider and more consistent scale. Special attention was paid to the recommendation calling for States, working within the processes of the PIRGs, to actively collaborate with neighbouring States to implement Project 30/10. The recommendation also called for ICAO to develop regional action plans for the implementation of Project 30/10, through the PIRGs. The meeting discussed the need for a clear set of steps to implement Project 30/10. The Secretariat noted that, as part of the AN-Conf/14 recommendation, ICAO was asked to develop an action plan that would provide the necessary guidance. In addition, the meeting discussed the relationship between Project 30/10 and performance-based communication and surveillance (PBCS), and whether these two were in line with one another. The Secretariat clarified that the GANP already encompasses the implementation of separation minima in oceanic and remote airspace; and that States should refer to the ASBU framework and the technology roadmap, for additional guidance. The Secretariat further noted that this issue would be addressed as a regional project, with a regional implementation plan via the PIRGs.

- 2.2.4. The meeting was informed that the Conference expressed support for ICAO to undertake a study into the feasibility of establishing an ICAO air navigation efficiency audit programme, or similar initiative, with the involvement of States and international organizations. Some participants expressed concern over the possibility of a new ICAO audit. The Secretariat reiterated that, at this stage, ICAO is limiting its work to the conduct of a feasibility study, which will be carried out with the involvement of States and international organizations.
- 2.2.5. With respect to phasing out legacy systems, the meeting was informed of the Conference's support of initiatives concerning phasing out and/or optimizing communications, navigation and surveillance (CNS) and air traffic management (ATM) legacy systems. Specifically with the current flight planning mechanism, the AN Conference agreed to target a global transition to a more advanced flight planning mechanism (flight and flow – information for a collaborative environment (FF-ICE)), with a targeted global transition by 2034. The meeting took note of the recommendation urging States and PIRGs to consider establishing regional focus groups for coordinating the planning and implementation of FF-ICE services and providing necessary support throughout the transition period. That recommendation also called for States to support and contribute to the work of their respective PIRG and their sub-groups to develop a regional plan to transition to FF-ICE services based on the 2034 global cessation of the ICAO 2012 flight plan. Furthermore, the meeting noted that the same recommendation urged ICAO to provide guidance and support, through the PIRGs, for the development of regional plans to transition to FF-ICE to enable the 2034 global cessation of the ICAO 2012 flight plan.
- 2.2.6. The meeting was informed that the Conference also provided clear direction for the next editions of the Global Aviation Safety Plan (GASP) and the Global Air Navigation Plan (GANP), which will be presented for endorsement at the 42nd Session of the ICAO Assembly.
- 2.2.7. The Secretariat informed the meeting that the ICAO Council would review the AN-Conf/14 report, with the outcomes of a review by the ANC, as an important step in formalizing the outcomes of the Conference.

2.3 Follow-up on the APIRG/26 & RASG-AFI/9 Conclusions and Decisions, as well as Conclusions and Decisions of the extraordinary meeting of APIRG and RASG-AFI

- 2.3.1 The meeting was presented with the status of implementation of conclusions and decisions of the APIRG/26 & RASG-AFI/7 Joint sessions. The meeting noted that among the 3 conclusions and 2 decisions stemming therefrom, 1 conclusion and 1 decision has been implemented while others are still in progress. The meeting urged States, and other stakeholders to continue to collaborate and deploy more efforts to ensure swift and effective implementation of the APIRG/26 & RASG-AFI/9 joint conclusions and decisions.
- 2.3.2 Furthermore, the meeting recalled that the Extraordinary Meeting of the APIRG and the RASG-AFI, held on 19 July 2024 in Libreville, Gabon, adopted 2 Decisions related to the enhancement of the APIRG and RASG structure. The meeting was informed that actions have been taken and will be presented during the meeting.

AGENDA ITEM 3: APIRG AND RASG-AFI COORDINATION

3.1 Outcomes of the ARC-TF/7 Meeting

- 3.1.1. The meeting was presented the outcomes of the seventh meeting of the APIRG and RASG-AFI Coordination Task Force (ARC-TF/7), which was held virtually on 17 October.
- 3.1.2. The meeting recognized the efforts of the APIRG and RASG-AFI Chairpersons and Secretaries in successfully coordinating and reporting to the ANC and the ICAO Council.
- 3.1.3. The meeting took note of the follow-up made on the status of the APIRG/26 & RASG-AFI/9 Conclusions and Decisions, as well as Conclusions and Decisions of the extraordinary meeting of APIRG and RASG-AFI, in particular on issues related to the Enhancement of APIRG and RASG-AFI Structure.
- 3.1.4. The meeting took note of the ARC Task Force Terms of Reference (TORs) and the updated the list of identified common areas between the APIRG, RASG-AFI and the AFI Plan, considering the transition of the current two Groups to AASPG. Items related to NASP and ANS related SSCs have been added to the current list.
- 3.1.5. Regarding the coordination of APIRG and RASG-AFI annual reporting, the meeting acknowledged the publication of the Tenth Edition of the RASG-AFI Annual Safety Report and the First Edition of the Annual Air Navigation Report and recommended that the future single report under the AASPG, should efficiently and effectively address both air navigation and safety issues. The meeting therefore formulated the following:

<i>APIRG/27 & RASG-AFI/10 Decision 6/01: APIRG and RASG-AFI annual reporting</i>					
Why:	<i>That, to ensure effective coordination of the APIRG and RASG-AFI annual reporting</i>				
What:	<i>The future single report under the Africa and Indian Ocean - Aviation System Planification and Implementation Group (AASPG), be distinctly separated into two parts to efficiently and effectively address both air navigation and safety issues.</i>				
Who:	<i>APIRG and RASG-AFI</i>				
When:	<i>8 November 2024</i>				
Implementation following-up					
Follow-up required	Yes <input type="checkbox"/>	Metrics		Means to collect data on the implementation of the conclusion /decision	State Letters
	No <input checked="" type="checkbox"/>				

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

- 3.2.1. The meeting reviewed as proposed by the ARC-TF/7, the updated common areas between APIRG, RASG-AFI and AFI Plan. The amendments were mainly related to the introduction of air navigation services (ANS) Related Significant safety concerns (SSCs), Publication of National Aviation Safety Plan (NASP), Runway Excursion (RE), and Runway Incursion (RI). The Meeting therefore endorsed the updated common areas as provided in **Appendix 2B**.

3.3. Enhancement of APIRG and RASG-AFI Structure

Procedural Handbook of the Group and new Working Method

- 3.3.1. The meeting recalled the previous decisions of the APIRG and RASG-AFI Joint Sessions on the merging of the two groups into a single structure. Especially, the *APIRG/26 & RASG-AFI/9 Decision 5/05* had tasked the Secretariat to expedite the finalization of the study, including the development of the Procedural Handbook and other related transitional arrangements by June 2024, as well as the convening of an extraordinary APIRG and RASG-AFI joint meeting to review and approve the proposals.
- 3.3.2. It was recalled that the Extraordinary Meeting of APIRG and RASG-AFI held on 19 July 2024 in Libreville, Gabon, reviewed the results presented by the Secretariat and endorsed the organizational structure of the merged Entity named the “*Africa – Indian Ocean Aviation System Planning and Implementation Group (AASPG)*”. The Secretariat had been requested, through the *APIRG & RASG-AFI/EO - Decision EO/02*, to circulate the draft Procedural Handbook of the AASPG to States and stakeholders, collect their additional contributions by 30 September 2024, and finalize it, for consideration by the next APIRG & RASG-AFI meeting.
- 3.3.3. The meeting noted that the draft AASPG Procedural Handbook was circulated to States and Stakeholders through the State Letter T 17/5.1 – 0676 of 13 September 2024, requesting their inputs and comments.
- 3.3.4. The meeting reviewed the AASPG Procedural Handbook presented by the Secretariat which includes the additional contributions received from States and Stakeholders. The meeting noted that the first Edition of the AASPG Procedural Handbook reflects the merging of APIRG and RASG-AFI into a single regional Group, as well as the revised Terms of reference of the Planning and Implementation Regional Groups (PIRGs) and the Regional Aviation Safety Groups (RASGs), as directed by Council Decision C-DEC 210/4 aiming to enhance and improve the performance and expected results of PIRGS and RASGs.
- 3.3.5. The meeting commended the work done by the Secretariat and endorsed the first Edition of the Procedural Handbook of the AASPG at **Appendix 2C**. The meeting therefore formulated the following decision:

APIRG/27 & RASG-AFI/10 Decision 6/02: Adoption of the Procedural Handbook of the Africa – Indian ocean Aviation System Planning and implementation group (AASPG)					
Why:	That, to support the effective and efficient conduct of the Africa – Indian Ocean Aviation System Planning and Implementation Group (AASPG) activities, in replacement of APIRG and RASG-AFI,				
What:	The first Edition of the Procedural Handbook of the AASPG is endorsed.				
Who:	APIRG and RASG-AFI				
When:	8 November 2024				
Implementation following-up					
Follow-up required	Yes <input type="checkbox"/>	Metrics	NA	Means to collect data on the implementation of the conclusion /decision	NA
	No <input checked="" type="checkbox"/>				

Transitional arrangements for the Groups

- 3.3.6. The meeting reviewed the transitional arrangements from the current APIRG and RASG-AFI groups to the new AASPG and upon discussions, agreed on the following.
- 3.3.7. Regarding the endorsement of the AASPG by the ICAO Council, the meeting recalling that both APIRG and RASG-AFI are regional Groups established by the ICAO Council, noted that the establishment of the new group AASPG replacing APIRG and RASG-AFI will be submitted to the ICAO Council for consideration.
- 3.3.8. The meeting also agreed upon discussions on key principles of transitional arrangements between the APIRG and RASG-AFI groups and the new AASPG. These arrangements will enable the APIRG and RASG-AFI, and their contributory bodies, to continue their activities until the operationalization of the AASPG. The meeting formulated the following Decision accordingly:

APIRG/27 & RASG-AFI/10 Decision 6/03: Transitional arrangements between APIRG and RASG-AFI groups and the new AASPG.	
Why:	That, to ensure a smooth transition from the APIRG and RASG-AFI groups to the AASPG,
What:	The transitional arrangements between APIRG and RASG-AFI Groups and the new AASPG are endorsed as follows: <ul style="list-style-type: none"> a) The Secretariat shall submit the establishment of AASPG, as a replacement to the APIRG and RASG-AFI, to the ICAO Council for endorsement by December 2025; b) APIRG, RASG-AFI, and their contributory bodies will continue their activities until the operationalization of the AASPG; c) The IIM and AAO sub-groups under APIRG will report to AASPG through the PRCC. The new SMO sub-group will hold its first meetings by August 2025 and report to AASPG through the PRCC;

	<p>d) <i>The APIRG Secretary will convene and provide secretariat support for the first AASPG meeting, chaired by APIRG’s Chairperson with the support of the RASG-AFI Chairperson;</i></p> <p>e) <i>AASPG will elect its Chair and Vice-Chairs at its first meeting; and the RASG-AFI Secretary will take over the Secretariat of AASPG; and</i></p> <p>f) <i>The APIRG and the RASG-AFI will be formally dissolved, and outstanding issues be transferred to the AASPG at its first meeting.</i></p>				
Who:	APIRG, RASG-AFI and AASPG and their Contributory bodies				
When:	December 2025				
Implementation following-up					
Follow-up required	Yes <input checked="" type="checkbox"/>	Metrics	Metric 1: Reports/Decisions	Means to collect	Mean 1: IOMs, Meetings
	No <input type="checkbox"/>				

3.4. AFI Airspace Monitoring

AFI RVSM update

AFI RVSM airspace safety status- Height Monitoring

3.4.1 The AFI Regional Monitoring Agency (ARMA) updated the meeting on the status of the regional Reduced Vertical Separation Minimum (RVSM) airspace. Reporting to the meeting the status of the height monitoring, ARMA provided data indicating that although the situation improved in the last year, there was still concerns. Some States continue to fail in the responsibility of ensuring that height monitoring is carried out as required for all national registered aircraft.

Scrutiny activities of the AFI RVSM Airspace

3.4.2 The meeting was informed that ARMA, as the Agency tasked with monitoring the RVSM airspace in the AFI region, works with established regional scrutiny groups. However, in the last couple of years, there has been inconsistency in the availability of the scrutiny group that supported the monitoring of the AFI ARVSM airspace.

3.4.3 ARMA in its report to the meeting on the level of monitoring done in the last year, raised concern on the nature and frequency of the scrutiny group meetings in the AFI region, which has been mainly of virtual nature and inconsistent in the last two years since the termination of the ATS Incident Analysis Group (AIAG), that had been domicile under the custodian of IATA as the Secretariat. The meeting noted that the lack of meeting of the scrutiny groups was resulting in delays of submitting data for calculation of the collision risk assessment (CRA).

3.4.4 ARMA also reported of the low availability of a repository for ATS events reports provided by accredited member States, indicating that ARMA only received large height deviation (LHD) reports for the 2024 from 5 States out of the 48 States in the AFI region, namely Kenya, Zambia, Namibia, South Africa and Botswana. Raising concern that events that are reportable to the RMA when either an aircraft makes a deviation from a cleared level between FL 280 and FL 420 (cleared or actual) or an

ATC clearance result in a risk bearing situation, such as loss of separation or TCAS initiated deviation are important to the calculation of the CRA.

- 3.4.5 The meeting noted with concern that a high number of aircraft continue to violate the requirements for operations in the RVSM airspace; thirty-one (31) aircraft were reported to have entered the RVSM airspace without the required approvals, thus violating the safety margins. The meeting called on the concerned States to address the matter urgently.
- 3.4.6 ARMA further reported a lack of regional repository, noting that such a repository should be controlled by the RMA as part of the continued process of data collection processing storage and usage for RVSM operations. ARMA therefore suggested that hosting the repository under ARMA would speed up the transition to a new scrutiny group as AFI States committed to share their RVSM data with ARMA on a regular basis.
- 3.4.7 The meeting was informed that out of the 35 FIRs under ARMA as the monitoring agency, nine (9) FIRs did not submit RVSM data for the year 2023, while another nine (9) FIRs provide only part of the data. Only seventeen (17) FIRs provide data for the twelve months indicating only 50% of data submission.
- 3.4.8 The meeting noted the importance of establishing such scrutiny group to avoid the delays in the calculation of the collision risk estimate. The meeting formulated the following conclusion:

<i>APIRG/27 & RASG-AFI/10 Conclusion 6/04 : AFI Airspace Scrutiny Activities</i>					
Why:	<i>That, to ensure that Collision Risk Assessment (CRA) reports are thoroughly and timely done, and incidents analysis are effectively and regularly conducted,</i>				
What:	a) <i>States, on a regular and consistent manner, to provide to relevant stakeholders especially relevant RSOOs, IATA and ARMA comprehensive data on incidents and other safety events; and</i> b) <i>AAMAC, in coordination with other RSOOs (BAGASOO, CASSOA and SASO), IATA, ARMA and ICAO Regional Offices, conduct annual ATS incidents analysis activities as from 2025.</i>				
Who:	a) <i>States, RSOOs, IATA, ARMA</i> b) <i>AAMAC, RSOOs, IATA, ARMA and ICAO Regional Offices</i>				
When:	<i>a) & b) 31 March 2025</i>				
Implementation following-up					
Follow-up required	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Metric s	Metric 1: Data collected Metric 2: ATS incident Analysis conducted	Means to collect	Mean 1 - 3: AASPG 1 Report.

AFI Large Height Deviation (LHD) report

- 3.4.9 The meeting was updated on Large Height Deviation (LHD). Noting with concern the high level of LHD reports, thirty-five (35) in total under **category E - late or non-existent coordination of flight level due to human error** and fourteen (14) under **category A - Flight crew failing to climb/descend the aircraft as cleared**, the meeting called on more awareness to be provided on LHD. The meeting urged States to take the opportunity provided by ARMA to understand the various categories and the required reporting.
- 3.4.10 ARMA informed the meeting that to enhance the understanding of LHD in the region, ARMA had developed guidance material which had been shared with the States but was also available in the ARMA website. Amongst the guidance material developed was the LHD Manual to assist the national project managers (NPM). ARMA developed both guidance and training material to help retain knowledge for incoming National Program Manager (NPM) in conducting safety awareness promotions for LHD reporting within the Region. The LHD Manual was developed in two languages, English and French.
- 3.4.11 The package includes the LHD reporting form which will be on the ARMA Website www.arma.africa the LHD frequently asked questions (LHD FAQ), in one page, intended to promote a common understanding of LHD, the LHD taxonomy to provide a comprehensive list of generic LHD classification and the Cross-Boundary LHD coordination procedure to ensure that there is coordination between the two involved air traffic services (ATS) units to uncover the cause and prevent future occurrences.
- 3.4.12 The meeting called on all the States and organizations to take time to review the material developed by ARMA and provide feedback for their improvement. The meeting therefore formulated the following Conclusion:

APIRG/27 & RASG-AFI/10 Conclusion 6/05: Enhancement of safety in AFI RVSM airspace	
Why:	<i>That, to enhance the safety monitoring and reporting in AFI RVSM airspace,</i>
What:	<ul style="list-style-type: none"> a) <i>The English and French versions of ARMA LHD Manual are endorsed;</i> b) <i>The updated document of RVSM Minimum Monitoring Requirements is endorsed;</i> c) <i>ARMA to collect States' inputs to the RVSM guidance material and submit the consolidated final draft version of the guidance material for endorsement by the next AASPG Meeting; and</i> d) <i>ARMA develop a standard repository for ATS events for the AFI Region that include events that occur between FL280 and FL410 inclusive, by 31 October 2025.</i>
Who:	<ul style="list-style-type: none"> a) & b) <i>APIRG/27</i> c). <i>ARMA and States</i> d). <i>ARMA</i>
When:	<ul style="list-style-type: none"> a) & b) <i>8 November 2024</i> c). <i>30 July 2025</i>

d). 31 October 2025.					
Implementation following-up					
Follow-up required	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Metric s	Metric 1: Data collected Metric 2: ATS event repository developed	Means to collect	Mean 1 - 2: ARMA report and AASPG 1 report.

Minimum Monitoring Requirements

- 3.4.13 ARMA further provided the meeting with information on the minimum monitoring requirements (MMR) for the RVSM airspace. The meeting noted the new changes that had taken place in the MMR with the Gulfstream Model GVIII-G700 (G700), ICAO code GA7C making an entrance into the civilian MMR.
- 3.4.14 Changes also took place in the existing grouping; new codes were added to the MMR as additional defining criteria for the GL5T and GLEX. The B37M Monitoring Group and the B779 Monitoring Group are both removed from the current MMR because of the delay in the certification of the Boeing 737-MAX7 (B37M) and the B777X (B779).
- 3.4.15 ARMA reported that further investigation is ongoing into the possibility of making further changes at the Embraer - E135-145 Monitoring Group.

ARMA Terms of Reference

- 3.4.16 The Meeting was informed that the current mandate of ARMA does not provide for the monitoring of RVSM operations in the AFI airspace over the high seas including the Indian-ocean and the south Atlantic. ARMA proposed a modification of its terms of reference to incorporate the geographical areas over the high seas.
- 3.4.17 The Meeting commended the work done by ARMA and acknowledged the challenges faced by the agency in discharging its terms of reference. The Meeting reached a common agreement that ARMA's mandate should be amended as suggested.

Development in the South Atlantic Area

- 3.4.18 The Meeting was updated on activities, achievements and challenges in the SAT Area since APIRG/26 through the report of the SAT bodies activities, including the SAT Steering Group (SAT SG), the SAT Implementation Management Group (SAT IMG) and the SAT Safety Oversight Group (SAT SOG) as well as their related projects teams.
- 3.4.19 *Activity of the SAT SG* - The Meeting noted that the SAT SG held its first meeting in virtual mode on 4 December 2023. The Outcomes of the SAT SG included the call for the secretariat to report on the frequency allocation at each SAT SG meeting, the

conduct of a feasibility study for the establishment of a SAT ATS event scrutiny group and in line with that, the call for the participation of AFI RSOOs in SAT Safety Oversight Group (SAT SOG) meetings, the development and implementation of action plans to address the lack of or incomplete reporting by the States of RVSM, PBCS and LHD data in the SAT area. The SAT SG recommended to the Secretariats of the SAT IMG and SAT SOG to coordinate the project of the delineation of the SAT area. Furthermore, the SAT SG tasked the Secretariat and the Chair team to coordinate with relevant PIRGs to agree on suitable options to receive adequate traffic forecast for the SAT area.

3.4.20 *Activity of the SAT IMG* - The meeting was informed that the SAT IMG held two physical meetings respectively from 5 to 8 February 2024 in Santa Maria (Azores), Portugal and from 7 to 11 October 2024 in Abidjan, Cote d’Ivoire. The outcomes of the two meetings included the review and adoption of the SAT ATM contingency plan (SAT Doc 002); The development and publication of a SAT OPS Bulletin to address the CPDLC logon issues experienced by flight crew while entering the Abidjan flight information sector within Dakar FIR; The change of ATS Route UN866 to bi-directional route to accommodate the increase of traffic in the EURSAM corridor which will become effective in March 2025. The SAT IMG also discussed the ongoing SAT Area delineation project and tasked the Secretariat to coordinate the collection of data related to FIR limits in the high seas as well as the proposed line of delineation by the concerned States and ANSPs.

3.4.21 *Activity of the SAT SOG* - The Meeting noted that the SAT SOG held two Meetings since APIRG/26, one physical from 15 to 19 April 2024 in Sao Paulo, Brazil and one virtual from 1 to 4 October 2024. The outcomes of the two meetings included the recommendation to the PIRGs to extend RMAs mandate for the monitoring of RVSM airspace operations in the SAT area; the endorsement of the principle related to the establishment of the SAT ATS Events Scrutiny Team that will become operational once its Terms of Reference have been finalized and endorsed by the SAT SG; the endorsement of the new Traffic Sample Data (TSD) Template to be disseminated to States for the collection of TSD each year during the month of July. The SAT SOG 4 also discussed the low reporting of LHD by ANSPs and States and tasked the RMAs in coordination with the Regional Offices to provide more awareness to the stakeholders on LHD and the data collection processes and usage.

3.4.22 The Meeting discussed the challenges in the SAT area as well as recommendations stemming from the SAT bodies’ meetings. It was particularly noted that the issue of SAT area delineation was crucial for the safety monitoring as well as implementation of projects in the airspace over the high seas and the potential impact these projects may have on the continental airspaces of the AFI region. The Meeting therefore drew up the following conclusions and decisions to support activities in the SAT Area:

APIRG/27 & RASG-AFI/10 Conclusion 6/06: Traffic forecast in the SAT	
Why:	<i>That, to support implementation in FIRs of the AFI region with portion of airspace in the SAT area.</i>
What:	<i>a) SAT States to provide annual traffic statistics for the oceanic portion of their FIR to the accredited ICAO Regional office; and</i>

	<i>b) The traffic forecast in the SAT area be provided for short-term (1 year basis), medium-term (3 Years) and long-term (5 years) for EUR/SAM corridor and AORRA airspace between FL290 and FL410 inclusive.</i>				
Who:	a) SAT AFI States b) Secretariat, ARMA				
When:	a) 31 December 2025 b) AASPG/1				
Implementation following-up					
Follow-up required	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Metrics	Metric 1: SAT AFI State's Traffic Statistics provided Metric 2: Traffic forecast provided	Means to collect data	Mean 1: APIRG reports

APIRG/27 & RASG-AFI/10 Conclusion 6/07: Improvement of the AFI region involvement in the SAT Area

Why:	<i>That, to ensure a collaborative and effective involvement of concerned States of the AFI region in the SAT activities.</i>				
What:	a) <i>The Directors of Civil Aviation Authorities of SAT member States of the AFI region are encouraged to effectively participate in the SAT Steering Group meetings; and</i> b) <i>ARMA in coordination with the secretariat, conduct workshop to address the issue of low data collection responses for safety performance monitoring in the SAT area;</i>				
Who:	a) DG CAA b) ARMA, Secretariat				
When:	a) 8 November 2024 b) December 2024				
Implementation following-up					
Follow-up required	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Metrics	Metric 1: DG CAA participation in SAT SG meetings Metric 2: SAT AFI Group TORs developed	Means to collect data	Mean 1: APIRG 27 Report Mean 2: SAT SG reports Mean 3: AASPG 1 report

APIRG/27 & RASG-AFI/10 Decision 6/08: Scope of ARMA activities					
Why:	<i>That, to ensure comprehensive activities of ARMA in the entire AFI region.</i>				
What:	<i>The amended terms of reference of ARMA are endorsed, to incorporate monitoring and reporting of RVSM and PBCS operations in the airspace over the high seas including the SAT area and Indian Ocean.</i>				
Who:	APIRG				
When:	8 November 2024				
Implementation following-up					
Follow-up required	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Metrics	Metric 1: ARMA TORs endorsed	Means to collect data	Mean 1: APIRG 27 report

New Entrants and Space Objects Operations

Re-entry of space objects affecting AFI Airspace

- 3.4.23 The Republic of South Africa provided information related to the management of space objects re-entry through the airspace. It was noted the potential risks associated with the re-entry of space objects associated with satellite technology (re-entry of rockets used for launching of satellites, de-orbiting of satellites reaching end of life, and other space objects created from satellites damages by other space debris).
- 3.4.24 It was highlighted that the satellite tracking website “<https://orbit.ingnow.com/>” listed 9,900 active satellites in various Earth orbits, namely Low Earth Orbit (“LEO”), Medium Earth Orbit (“MEO”) and Geostationary/Geosynchronous orbit (“GEO”). It has been estimated that the satellite numbers could grow to several hundred thousand by the year 2027, which would resultantly mean significant increase from the current 9,900 active satellites in the various Earth orbits. Most of the satellites are found in the LEO with the near-Earth environment already starting to get congested.
- 3.4.25 Considering the current number of satellites in orbit, and the expected growth of the industry, it could be anticipated that the number of rocket launches needed to maintain these orbiting constellations will also increase, which in turn would increase the number of re-entry operations associated with miscellaneous debris left in orbit such as abandoned rocket bodies, damaged and inactive satellites, and other debris fragments.
- 3.4.26 South Africa further shared its experience in the management of space objects re-entry. It was noted that rocket re-entry within South African area of responsibility is coordinated by the Central Airspace Management Unit (CAMU) through the Flexible use of Airspace (FUA) application process. The process includes submission of the required information on FUA application form and coordination with the South African Civil Aviation Authority (SACAA) and affected Johannesburg Oceanic (FAJO) for approval and promulgation of the appropriate NOTAM. However, the State highlighted some outstanding challenges related to communication and coordination of re-entry of space objects including unannounced or updated re-entry by the space launchers.

- 3.4.27 The Meeting was also provided with an information paper by the Federal Aviation Administration (FAA) to bring some clarification to the United States use of “diplomatic notification” as outlined in Recommendation 3.1 e) of WP031B presented at the Twenty sixth Meeting of the Africa-Indian Ocean Planning and Implementation Regional Group (APIRG/26) and Nineth Meeting of the Regional Aviation Safety Group for the Africa-Indian Region (RASG-AFI/9) joint session, November 2023.
- 3.4.28 In APIRG/26 WP031B, paragraph 3.1 (e) the U.S. invited the meeting to “recommend that States conducting or supporting space launches consider coordinating using direct email and AMHS in addition to diplomatic notifications.”. Being given the pre-launch notification outlined in the International Code of Conduct Against Ballistic Missile Proliferation, commonly known as the Hague Code of Conduct (HCOC) to which signatories States committed to voluntary notification of pre-launch of space vehicles, The FAA proposed the revision of APIRG /26 WP031B to delete the reference to “addition to diplomatic notifications”.
- 3.4.29 The meeting took note of the risks represented by the re-entry of space objects which affect operations in continental and high seas airspaces and the proposal by FAA to rephrase APRIG/26 WP031B. The Meeting therefore formulated the following conclusion.

<i>APIRG/27 & RASG-AFI/10 Decision 6/09: Establishment of the Space transport operations and Higher Airspace Operations Project Team</i>					
Why:	<i>That, considering the impact of Higher Airspace Operations (HAO) on ATM within the AFI Region, and to coordinate a harmonized approach for the management of Space Object Re-Entry for the AFI Region,</i>				
What:	<p><i>a) The Secretariat to coordinate the establishment of a Space transport operations and Higher Airspace Operations Project Team (STO-HAO PT) by 30 May 2025, and submit its terms of reference and project document for endorsement at the next AASPG meeting;</i></p> <p><i>b) The Secretariat to coordinate a workshop to provide awareness on Space transport operations and Higher Airspace Operations developments to the AFI Region by 31 October 2025; and</i></p> <p><i>c) The SAT Steering Group to consider establishing an STO-HAO Project Team for the SAT area.</i></p>				
Who:	<i>a) b) and c) Secretariat</i>				
When:	<i>31 October 2025</i>				
Implementation following-up					
Follow-up required	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Metrics	Metric 1: HAO PT TOR and project document developed Metric 2: Workshop conducted Metric 3: SAT HAO PT established	Means to collect data	Mean 1: Secretariat report

UAS regulations and implementation

- 3.4.30 The UAS operations over the high seas was discussed through a paper presented by South Africa. It was recalled APIRG/26 which noted with concern that there was an increase in the operation of UAS activities in the AFI Region and called for RASG-AFI and its contributory bodies to assist States in the development and implementation of UAS Regulations.
- 3.4.31 The meeting was informed that South Africa have implemented the UAS Regulations back in 2015 and in line with the ICAO initiative of No Country Left Behind (NCLB), has developed an assistance mission programme mainly on the conventional regulatory framework. South Africa is ready to assist other States in the implementation of UAS Regulations.
- 3.4.32 The meeting commended South Africa for their initiative and offer to support other States and therefore encouraged States that have not yet developed their UAS regulations to consider establishing assistance agreements with States that have a mature UAS regulations.

UAS operations over High Sea

- 3.4.33 The Federal Aviation Administration (FAA) of the United States of America presented an information paper on the evolving use of unmanned aircraft systems (UAS) in operations over the high seas. The Meeting was informed of the growing UAS flight operations, such as inspections of offshore platforms, finding fish, monitoring the environment, and conducting search and rescue operations over the high seas which poses the issues of safety risks in air operations.
- 3.4.34 The meeting also noted that the use of UAS in air operations is still lacking ICAO provisions despite the work being done under the Secretariat Study Group on Legal Issues for Pilotless Aircraft (SSG-LIPA) and the Advanced Air Mobility Study Group (AAM SG). Without harmonized standards, States are facing increased operational and economic pressures to develop national solutions that may conflict with the foundational principles of the Chicago Convention and the high seas operations of other States.
- 3.4.35 The meeting therefore called on ICAO to consider supporting States by continuing to share developments in the SSG-LIPA and the AAM SG, with a particular view in the first instance to the identification of tenable legal bases on which appropriate interim arrangements can rest. The Meeting also called on ICAO to assist States with advice on how to share ideas for risk management and the lawful conduct of initial UAS operations over the high seas; and how to seek State approval for any specific proposals at triennial Assemblies.
- 3.4.36 A two-step approach was proposed including the drafting and adoption of a resolution for the 42nd Session of the ICAO Assembly that recognizes mitigations needed to address safety risks; and then work to modify the existing ICAO Standards and Recommended Practices (SARPs) and guidance material to incorporate the adopted risk mitigation framework in all appropriate Annexes

ADS-B out height monitoring implementation

3.4.37 The African Airlines Association (AFRAA) and the International Air Transport Association (IATA) presented a joint paper on the recent developments on the loss of GNSS signals and the challenges faced by the airspace users related to retrofitting aircraft operating in the region to meet the requirements of APIRG/22 Conclusion 22/40 related to the mandate of implementation of the use of ADS-B OUT.

3.4.38 Reporting that the new phenomena of spoofing/interference generated by the loss of GNSS signals was known to impact the usage of ADS-B OUT and that regional operators were experiencing major challenges in retrofitting the legacy aircraft, the two organizations called on the meeting to revisit its ADS-B OUT mandatory requirement, allowing for the operators to ensure ADS-B OUT in the aircraft specification for newly ordered aircraft; leaving however to the operators’ discretion the retrofitting of older aircraft types.

3.4.39 The meeting noting the importance of the information provided and the need to carry out further study on the matter to allow for informed decision-making formulated the following conclusion:

APIRG/27 & RASG/10 Conclusion 6/10: Safe implementation of a resilient ADS-B in the AFI Region

Why:	<i>That, to enable an effective implementation and operation of ADS-B sustained by a resilient GNSS signal in the AFI RVSM Airspace,</i>
What:	<p>a) <i>A study group, composed of APIRG AAO and IIM Secretariat and relevant Project Team Coordinators (PTCs), ARMA, IATA, AFRAA, ASECNA and ATNS is established to:</i></p> <ul style="list-style-type: none"> • <i>Gather and analyze data on the level of equipage of the aircraft fleet operating in the AFI region as well as the availability and reliability of GNSS signal as support required for the implementation of the ADS-B in the AFI region; and</i> • <i>Review and submit to the AASPG, the requirement for the mandatory carriage of ADS-B for Non-ADS-B equipped aircraft operating in the AFI Airspace, pending the outcomes of the data gathering and analysis.</i> <p>b) <i>Meanwhile, the AFI RVSM airspace continue to be operated in compliance with the provision of APIRG/25 Decision 25/42 (ADS-B Mandate in the Regional RVSM airspace) and ARMA to continue to use the current methodology for the monitoring of RVSM height in the AFI region.</i></p>
Who:	<p>a) <i>ARMA, IATA, AFRAA, ASECNA, ATNS, APIRG Sub-Groups and ICAO</i> b) <i>IATA, AFRAA, ARMA, ANSPs</i></p>
When:	<p>a) <i>30 June 2025</i> b) <i>November 2025</i></p>

Implementation following-up

Follow-up required	Yes	Metrics	Metric 1: Study Group established	Means to collect data	Mean 1: Secretariat report
	<input checked="" type="checkbox"/> No <input type="checkbox"/>				Mean 2 and 3 :

			Metric 2: Data collected		AASPG Report
			Metric 3: Requirements for ADS-B ,andate reviewed		

PART III:

**TWENTY-SEVENTH MEETING OF
THE AFRICA INDIAN OCEAN
PLANNING AND
IMPLEMENTATION REGIONAL
GROUP (APIRG/27)**

PART III: TWENTY-SEVENTH MEETING OF THE AFRICA INDIAN OCEAN PLANNING AND IMPLEMENTATION REGIONAL GROUP (APIRG/27)

AGENDA ITEM 1: ADOPTION OF THE AGENDA AND THE WORK PROGRAMME

2.1 The agenda adopted by the meeting is provided in **Appendix 3A** to this Report.

AGENDA ITEM 2: FOLLOW-UP ON APIRG/26 MEETING CONCLUSIONS AND DECISIONS AND REVIEW OF THE OUTCOMES OF THE APCC/9 MEETING

2.1 Review of the status of implementation of the APIRG/26 Conclusions and Decisions

2.1.1 The meeting was presented with information on the status of implementation of the APIRG/26 Conclusion and Decisions. This included the additional details requested by the APIRG/26 meeting in Benin in 2023, covering specific responsibilities hindering task completion, reasons for non-achievement, and possible mitigation actions.

2.1.2 The APIRG/26 meeting adopted eleven (11) Conclusions and seventeen (17) Decisions. It was noted that ten (10) of these were in the ‘In Progress’ status and one (1) was in the ‘Not Started’ status. The meeting acknowledged a 61% completion rate, marking an improvement from the 50% achievement reported at the APIRG/25 meeting in 2023.

2.1.3 Figure 1 shows the Status of implementation of these APIRG/26 Conclusions and Decisions

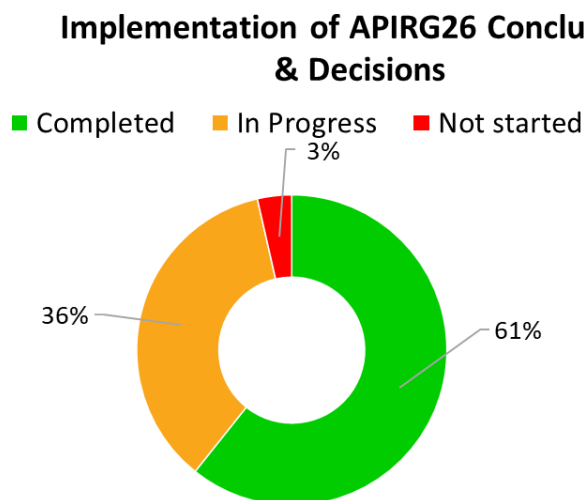


Figure 1: Status of implementation of the APIRG/26 Conclusions and Decisions

2.1.4 The Secretariat highlighted the progress and challenges in implementing the APIRG/26 Conclusions and Decisions. While a significant portion of tasks have been completed (61%), several remain in progress (36%) or not started (3%), primarily due to pending workshops and coordination efforts.

2.1.5 States, the Secretariat and other responsible bodies were urged to expedite planning and execution of the remaining actions to meet the set deadlines.

2.2. Review of the outcomes of the APCC/9 Meeting

2.2.1. The Meeting was provided with the outcomes of the APCC/9, held virtually on 8 October 2024, which discussed matters related to the status of the implementation of air navigation goals, targets and indicators.

2.2.2. The meeting appreciated the outcomes of the APCC/9 meeting's review of the reports of the AAO and the IIM Subgroups meetings. The meeting further recognized guidance provided by the APCC for the finalization of the APIRG meeting agenda and work programme as well as the related Working papers.

2.2.3. The meeting was informed that the development of the ASBU reporting tool as an add on to the current platform of the Air navigation deficiencies database (AANDD), called for by APIRG/26 Conclusion 26/12, was ready for use. A demonstration session of the AANDD and the ASBU online reporting tools will be done during the APIRG/27, to promote their practicality and benefits.

2.2.4. Regarding the preparation of the ANS Summit, the meeting noted that there were some challenges encountered by the organizing team that would hamper its conduct on the target date. It was recommended if possible that, the Summit be rescheduled in 2025.

2.2.5. Finally, the Meeting was updated with status of the first and second Edition of Annual Air Navigation Reports. The meeting was informed that the First Edition of the report was released and shared with all stakeholders while the second Edition is under development. The meeting noted challenges faced by the Reporting Team is collecting data for finalization of the Report. The Meeting commended the Reporting Team for the work done and urged all the stakeholders to provide the required information.

AGENDA ITEM 3: IMPLEMENTATION OF AIR NAVIGATION GOALS, TARGETS AND INDICATORS, INCLUDING THE PRIORITIES SET IN THE REGIONAL AIR NAVIGATION PLAN

3.1. Outcomes of the Seventh meeting of the APIRG Airspace and Aerodrome Operations Sub-Group (AAO/SG7)

3.1.1. The meeting was informed that the seventh Meeting of the APIRG Airspace and Aerodrome Operations Sub-group (AAO/SG7) was held in-person in Nairobi, Kenya, from 12 to 16 August 2024. The meeting was attended by sixty-two (62) participants from States, regional and international Organizations, and ICAO ESAF and WACAF Regional Offices.

Status of implementation of ASBU elements in AOP, ATM and SAR

- 3.1.2. The meeting was updated on the status of implementation of ASBU elements in the region which was low which and called for increased awareness regarding ASBU framework.
- 3.1.3. The meeting was informed that, as called for by APIRG/26 meeting, an ASBU reporting online tool is in development as part of the AFI Air Navigation Deficiencies Database (AANDD) and will be rolled out once ready for use.
- 3.1.4. The meeting was also informed that the ICAO ESAF Regional Office had developed an ASBU reporting online dashboard which is domiciled on ISTARs, aimed at enhancing the reporting of ESAF States. The tool became operational in September 2024 following a successful launch and sensitization workshop conducted for ESAF States in July 2024.

Free Route Airspace Project Management Team (FRA PMT) Activities Report

- 3.1.5. The meeting recalled the need for continuous improvement and adaptation of essential aspects of FRA management to address evolving operational needs, optimize airspace utilization, and enhance efficiency and safety in the AFI region. The importance of establishment of a regional list of FRA indicators and revise the terms of reference as provided in **Appendices 3B** and **3C** called for the following Decision:

APIRG/27 Decision 27/01: Measurement of the impact of FRA implementation in AFI					
Why:	<i>That, to enhance the implementation of FRA in the region and effectively measure the impact of FRA implementation on airspace operations, flight operations and environmental protection</i>				
What:	<i>The list of FRA indicators and the updated terms of reference of FRA PMT are endorsed.</i>				
Who:	APIRG				
When:	8 November 2024				
Implementation following-up					
Follow-up required	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Metrics	Metric 1: FRA KPIs list endorsed Metric 2: Endorsed TORs	Means to collect data	Mean 1: APIRG/27 Report Mean 2: FRA PMT annual report and the annual air navigation report

AAMP PMT Activities Report

- 3.1.6. The meeting was informed that the composition of the AAMP PMT had evolved to include experts from the IIM/SG in MET, CNS and AIM areas. The inclusion of experts from IIM/SG required the revision of the Terms of Reference (ToRs) of the project team which are included as **Appendix 3D** to this report. The meeting therefore agreed on the following Decision:

APIRG/27 Decision 27/02: Update of the AFI ATM Master Plan Project Team					
Why:	<i>That, to facilitate the finalization of the ATM Master plan,</i>				
What:	<i>The revised Terms of Reference and list of members of the AAMP PMT are endorsed.</i>				
Who:	<i>APIRG</i>				
When:	<i>8 November 2024</i>				
Implementation following-up					
Follow-up required	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Metric s		Means to collect data	

Flight and Flow Information for a collaborative Environment (FF-ICE)

3.1.7. The meeting was informed that a FF-ICE task force was established on 19 April 2024 through the nomination of the State’s focal points as well as the development of a project document and specific terms of reference of the project team provided as **Appendices 3E** and **3F** to this report. The meeting therefore formulated the following Decision.

APIRG/27 Decision 27/03: FF-ICE Project Team Terms of Reference and project document					
Why:	<i>That, to enhance the implementation of flight and flow information for a collaborative environment concept in the AFI region</i>				
What:	<i>The FF-ICE Project document and the terms of reference of FF-ICE Project team are endorsed.</i>				
Who:	<i>APIRG</i>				
When:	<i>8 November 2024</i>				
Implementation following-up					
Follow-up required	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Metrics		Means to collect data	

Air Traffic Flow Management

3.1.8. The meeting recalled the Conclusion 24/43 of APIRG/24 related to the Mombasa roadmap and agreed to establish a project team that will leverage on the CANSO initiative and other similar ATFM initiatives in other regions. The meeting noted that the Terms of Reference and a project document of the ATFM Project Team were developed and are attached to this report as **Appendices 3G** and **3H**. In this regard the Meeting took the following conclusion.

APIRG/27 Conclusion 27/04 Establishment of an Air Traffic Flow Management implementation project team					
Why:	That, to support the implementation of Air traffic Flow Management (ATFM) in the region,				
What:	a) the ATFM Project Team is composed by CANSO, ASECNA, ATNS, KCAA, NAMA, RVA, Roberts FIR, IATA and ICAO as core members; b) the Terms of Reference and the project document of the ATFM Project Team are endorsed; and c) States and Organizations to propose experts from all relevant air navigation areas to support the development of the project by 28 February 2025.				
Who:	3.1.1.1 and b) APIRG c) States, Core members, Secretariat				
When:	a) and b): 8 November 2024 c) 31 January 2025				
Implementation following-up					
Follow-up required	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Metrics	Metric 1: Endorsed TORs Metric 2: ATFM Project team establishment	Means to collect data	Mean 1: APIRG/27 Report Mean 2: Correspondences for nomination of experts Mean 3: Secretariat report

AFI ANS Summit

3.1.9. The meeting noted progress towards the Summit. However, some outstanding challenges needs to be addressed such as time resource constraint, the low participation of States, the need for alignment with the APIRG procedural handbook provisions, the need to incorporate the outcomes of the ongoing Africa aviation infrastructure gap analysis, the need for clarification on the roles of stakeholders as well as the objectives of the Summit. The meeting therefore agreed on the postponement of the Summit in 2025 to provide more time for its preparation.

Development in the South Atlantic Area

3.1.10. The Meeting was informed of activities in the SAT area. Outcomes of SAT Implementation Management Group, the SAT Safety Oversight Group and the SAT Steering Group were discussed. Some key issues concerning the delineation of the SAT area, the options for the provision of traffic forecast for the SAT area as well as the participation of AFI RSOOs were discussed. Conclusions and decisions initially drafted at AAO/SG7 were considered during the joint session of APIRG/27 and RASG-AFI/10.

Runway Safety Activities

3.1.11. The meeting was informed of the latest development related to Runway Safety, particularly the publication of the 2nd edition of the Global Runway Safety Action Plan

(GRSAP) and the 1st edition of the Regional Aviation Safety Programme (RASP). The meeting requested the Runway Safety Teams Project Team (RST PT) to review its Terms of Reference (ToR) to integrate provisions from the RASP and the GRSAP that have not yet been considered.

- 3.1.12. The meeting was also informed that some RST PT members had participated in Runway Safety Go Team activities in Mozambique from 1 to 3 July 2024 and that a similar mission was scheduled to take place on from 24 to 26 September 2024 in Eswatini. The meeting was also informed that a webinar on the operational performance of RST is planned for the WACAF States at a date to be determined.

A-CDM Project Team Activities Report

- 3.1.13. The meeting was informed that the Airport Collaborative Decision Making (A-CDM) project team had made progress in drafting the Project document which includes a proposed approach for the implementation of A-CDM in the region. The approach includes criteria for prioritizing airports to assist in the implementation of A-CDM based on traffic density data available from ICAO iSTARS, and a proposed A-CDM implementation guide. The meeting was further informed that a document validation workshop will be conducted by the end of the year and submitted to APCC for consideration.

Aerodrome Certification Project Team Activities Report

- 3.1.14. The meeting was informed that the aerodrome certification rate had improved from 38% to 43% in the region and urged States and regional organizations to facilitate the sharing of expertise and resources among member States, fostering a collaborative approach to aviation safety oversight. The meeting was also informed that the Project team is committed to the completion of the aerodrome certification Project document.

Training and Qualification Project Team Activities Report

- 3.1.15. The meeting noted that the Project Team had considered the main challenges raised by the States regarding training which included insufficient funds to train the aerodrome inspectors and operators, lack of specialized training within the region in English and French languages, few training centres within the AFI Region, lack of in-house instructors in the States, and high cost of foreign training including cost of travel to destinations with the required training courses. The meeting was informed that the Project document will be submitted to secretariat for consideration by APCC.

Updates of the AFI eANP in AOP, ATM and SAR

- 3.1.16. The meeting was informed that in April and May 2024, ICAO conducted two awareness workshops on the ANP Volume I and II as well as the procedure for amendment (PfA) of the ANP. States were expected to provide accurate and consistent information by 31 October 2024 in the relevant sections of the two volumes to enable the effective processing of PfAs.

Update of Air Navigation Deficiencies in AOP, ATM and SAR

3.2.1. The meeting was informed that although the AANDD platform had been operational since 2023, no State or organization has reported a deficiency on the platform. The meeting was informed that two workshops on the air navigation deficiencies and the management of AANDD were conducted back-to-back in April and May 2024 at the ICAO Dakar Office to train focal points on the use of the platform.

3.1.17. States and Organizations were encouraged to make effective use of the many benefits provided by the AANDD platform as a reporting tool and as a decision-making reference material.

Activities to be coordinated with the RASG-AFI SSTs

3.1.18. The Meeting discussed issues pertaining to the proposal by ARMA to use ADS-B for height keeping monitoring in the AFI RVSM airspace, the finalization of the AFILHD manual, the delay in the calculation of collision risk due to the non-conduct of air safety report analysis for 2023, the expansion of the mandate of ARMA over the high seas was also discussed. Conclusions and decisions drafted by the AAO/SG7 were considered by the APIRG/27 and RASG-AFI/10 joint session.

Implementation challenges of AAO Sub-group

3.1.19. The meeting noted the need for awareness on project definition and drafting. The meeting requested the Secretariat to conduct a virtual webinar on the subject to enhance capacities in the region. The meeting also noted the decreasing number of experts supporting its activities in ATM/SAR projects due to natural attrition among other reasons.

3.1.20. It was further noted that the issue of the decrease in the number of experts at State’s level was not specific to AAO but also impacted the IIM Sub-group. The meeting therefore resolved to create a repository of experts which can always be updated and agreed on the following decision.

Draft APIRG/27 Decision 27/05: Repository of experts in AGA and ANS					
Why:	<i>That, to enable an effective implementation of air navigation services and facilities in the region,</i>				
What:	<i>the Secretariat to coordinate the development of a dynamic repository of AGA and ANS experts to support the effectiveness and continuity of APIRG projects.</i>				
Who:	<i>Secretariat,</i>				
When:	<i>31 October 2025</i>				
Implementation following-up					
Follow-up required	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Metrics	Metric 1: Developed repository	Means to collect	Mean 1: APIRG Report

Review of the Terms of Reference and the Work Programme of AAO Sub-Group

3.1.21. The meeting reviewed the proposed activities of the subgroup for 2024/2025. The meeting endorsed the proposed AAO/SG work programme, which has been ultimately included in the overall AASPG 2025 work programme at **Appendix 5A**.

Status report on UPR-FRA

3.1.22. The meeting was updated on the on-going user preferred routes (UPR) trials that was conducted in accordance with the APIRG/26 Conclusion 26/09 under the coordination of the African Aviation Industry Group (AAIG) led by AFRAA. The meeting was informed of the gains realized through the coordinated trials that commenced in 2023. Noting the support provided for the trials by the APIRG Free Route Airspace project Team, CANSO in the use of the CANSO Operational Information System (OIS) platform and the AFREXIMBANK through the sponsorship of workshops, the AAIG expressed satisfaction with the excellent coordination the trials received from the participating States. The trails were carried out to two sets of city pairs, Addis Ababa – Abidjan- Addis Ababa, Addis Ababa – Cape Town- Addis Ababa by Ethiopian Airlines and Nairobi- Abidjan – Nairobi and Nairobi – Cape Town – Nairobi by Kenya Airways.

3.1.23. Between the two airlines more than 100 UPR trials were conducted in the East-West-East sector with savings realized of 56 Tons of fuel and 176.5 Tons of CO₂. While in the North- South-North sector 10 UPR trials were conducted with savings realized of 9 tons of fuel and 2.835 tons of CO₂.

3.1.24. The meeting was informed of the challenges and lessons learned during the initial trails carried out in the year using the two participating airlines Ethiopian Airlines and Kenya Airways. These included some failures in planning/coordination with all stakeholders, instants of inadequate Pilots/ATCOs briefing for effective communication, inadequate notification of changes of airspace restrictions, insufficient knowledge of the UPR concept in some FIRs, inability to determine crossing points in the cross border direct routes, ineffective sharing of critical reports and /or data by pilots and ATCOs and Flight level restrictions.

3.1.25. The trials, however, were successful in attracting interest to participate from other regional and non-regional operators. From 21 to 25 October 2024, the UPR trails team joined forces with the AFI FRA project management team (PMT) to hold a workshop for the regional States and ANSPs. The workshop reviewed the challenges and gains from the trials and recommended remedial actions. At the workshop, four new regional operators were accepted to join the trials, these were Airlink, Egypt Air, Royal Air Maroc and Rwanda Air.

3.1.26. Egypt Air and Royal Air Maroc were able to carry out the first trials during the workshop; both airlines made great savings, Egypt Air operating trials between Cairo and Kinshasa on 23 October 2024, saved 13 minutes, 800 Kgs of fuel and avoided emission of 2,600 Kgs. While Royal Air Maroc operated between Casablanca and Banjul on 24 October 2024, saving 7 minutes, 300 Kgs of fuel and avoided emission of 900 Kgs of CO₂.

3.1.27. The AAIG noting the progress made so far called on the meeting to encourage States and ANSPs to fully support the UPR Trials and urged that the FRA PMT, AFRAA, IATA and CANSO plan and implement FRA airspace in the portions of the region that had matured in the implementation of direct operations by end of 2025.

Progress on civil military coordination in Nigeria

3.1.28. The meeting noted Nigeria’s progress in developing a framework for Civil-Military Coordination (CMC) that involves the formation of a strategic-level Civil-Military Coordination Policy Team (CMAT) and an operational-level National Civil-Military Coordination Committee (NCMCC).

3.1.29. The Nigeria’s Ministry of Defence in charge of ensuring national security, and the Ministry of Aviation and Aerospace Development which is charged with the responsibility of formulation and management of civil aviation policies ensuring air safety, have considered it necessary to collaborate, cooperate, strategize and synergize to ensure safety and security of aviation in Nigeria.

3.1.30. Although a lot has been achieved, Nigeria raised some outstanding challenges namely the signing of the Memorandum of Cooperation (MOC) which is yet to be achieved. The meeting commended efforts made by Nigeria in establishing a robust civil/military cooperation framework and acknowledged the challenges identified.

3.1.31. In line with the presentation from Nigeria, the Secretariat informed the meeting of the work being done by the civil/military project team regarding the development of guidance material to support States in the establishment of an effective civil/military cooperation framework.

3.1.32. The meeting discussed issues related to the low level of civil/military MOC in the AFI region and the low level of interregional cooperation between States in civil/military cooperation in ATM. The following decision was formulated to that effect.

<i>APIRG/27 Decision 27/06: Enhancement of civil/military cooperation in the AFI Region</i>					
Why:	<i>That, to enhance the implementation of effective civil/military cooperation in the AFI region,</i>				
What:	<i>The Secretariat, in coordination with adjacent ICAO regions, conducts at least one interregional civil/military cooperation workshop.</i>				
Who:	<i>Secretariat</i>				
When:	<i>31 October 2025.</i>				
Implementation following-up					
Follow-up required	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Metrics:	Metric 1: Workshop conducted	Means to collect	Secretariat report

Online airspace overflight clearance application in Zambia

3.1.33. The Republic of Zambia informed the meeting of the States' newly established platform for the provision of an online airspace overflight clearance that enables the State to provide airspace users with on-time clearance on a 24/7 basis. Zambia called on the airspace users to provide feedback on ways to improve the platform and encouraged other States to emulate the same process for smooth provision of air navigation to support the implementation of SAATM.

SAR Implementation in the AFI region

3.1.34. SAR Personnel Competencies

3.1.35.1 The Meeting was provided with updates on initiatives taken by Cameroon in search and rescue training and qualifications. It was reminded that each ICAO Member State, under Article 25 of the Convention on International Civil Aviation, has an obligation to assist aircraft in distress on its territory through the provision of prompt and effective search and rescue (SAR) services. This requires the availability of adequate facilities and equipment as well as trained staff.

3.1.35.2 To comply with this, Cameroon has put in place a qualification process and has developed a SAR Mission Coordinator (SMC) training course, a SAR aircrew training course and an English language proficiency test for Rescue Coordination Center (RCC) and Rescue Subcenter (RSC) personnel. The State informed the meeting that the trainings were developed in French language and available at the Cameroon CAA training School in Yaoundé.

3.1.35. SAR Implementation in Kenya

3.1.36.1 The Republic of Kenya updated the meeting on the development of search and rescue (SAR) system in Kenya. Highlighting the internal coordination that resulted in an effective aeronautical SAR and called on States to undertake peer collaborations and evaluations in search and rescue for purposes of harmonization of SAR services.

3.1.36.2 The meeting noted the information shared and encouraged States to undertake Search and Rescue exercises to evaluate their SAR system establishment and benchmark with other that have gained experience in conducting the exercises.

3.1.36. SAR Implementation in DRC

3.1.37.1 The DRC informed the meeting of progress made in the implementation of standards and recommended practices relating to the organization of search and rescue services for civil aircraft in distress.

3.1.37.2 The meeting noted the decree published in February 2023 lays the foundation for the establishment in the near future of a Joint Aeronautical and Maritime Rescue Coordination Centre to play the role of SAR provider in the search and rescue region of Kinshasa. The particularities of this Decree include

multi-ministerial involvement, the granting of full powers to the Director General of the Civil Aviation Authority to sign SAR agreements with neighbouring countries.

3.1.37.3 The DRC, however, raised the issue of the existence of some conflict zones which prevent the signing SAR agreements with some neighbouring States.

3.1.37.4 The meeting commended the DRC for the progress made in SAR and encouraged other States to engage in SAR improvement through national and cross border initiatives.

RSTs operational performance and GRF Implementation - Nigeria Perspective

3.1.37. Nigeria shared experience on the various sensitization workshops and training involving various stakeholders on Runway Safety, as well as on the implementation of the Global Reporting Format (GRF) at the five International Airports in Nigeria. The training and workshops were conducted both in person and virtually including skills impartation through OJT. Nigeria also encouraged States to assess the Runway Safety Teams' performance and the GRF Implementation to identify areas of improvement and enhance safety at Airports.

National ATS Incident Investigation and Analysis Study Group in Nigeria

3.1.38. The meeting was updated on the strategic initiatives adopted by Nigeria to implement the RASG-AFI/8 Conclusion 8/09 on reporting, investigation and analysis of serious ATS incidents/occurrences.

3.1.39. Nigeria informed the meeting that a recent survey conducted on the procedure for the reporting, investigation and analysis of serious ATS incidents/occurrences revealed that there is a compelling need for improvement in the time taken to conclude investigation activities and release of final reports.

3.1.40. In line with the provisions of RASG-AFI/8 Conclusion 8/09, the NCAA established the National ATS Incident Investigation and Analysis Group on 25 August 2024, with the sole objective of ensuring timely investigation and analysis of reported serious ATS incidents/occurrences. The group conducted its 1st sensitization/awareness workshop on ATS incident investigation and analysis in the last week of September 2024.

3.1.41. The Meeting commended Nigeria for the initiative which shall serve as an example for other States to engage on similar initiatives in order to enhance their aviation safety.

3.2. Outcome of the Seventh meeting of the APIRG Infrastructure and Information Management Sub-Group (IIM/SG7)

3.2.1 The meeting was informed that the Seventh Meeting of the APIRG Infrastructure and Information Management Sub-group (IIM/SG7) was held in-person, in Dakar, Senegal, from 31 July to 3 August 2023. The meeting was attended by fifty-eight (58) participants from fifteen (15) ESAF and WACAF States and seven (7) Organizations. Ten (10) agenda items were discussed as reflected in the Report of the Meeting

presented in the Appendix 1 to this Working Paper and available at <https://www.icao.int/WACAF/Pages/IIM-SG-7.aspx>

Status of the implementation of Conclusions and Decisions of the APIRG/26 Meeting applicable to the Sub-group

3.2.2 The meeting was informed that the implementation of APIRG/26 Conclusions and Decisions relevant to the IIM/SG. Out of nine Decisions, 67% were completed, and 33% are in progress. Of the seven Conclusions, 43% were completed, and 57% are still in progress. States and organizations were urged to expedite the pending actions. The updated status of implementation of APIRG/26 Conclusions and Decisions is provided at **Appendix 3I**.

Status of the Regional Air Navigation Plan

3.2.3 The meeting recalled that APIRG/25 identified inconsistencies in the Regional eANP Volumes I and II, urging States to provide updates. Several activities were conducted to support these updates, including webinars held in October 2023. However, APIRG/26 expressed concerns regarding the low participation in these activities. The meeting noted that the Secretariat has initiated the processing of Proposals for Amendment (PfAs) received so far, urging States to submit their contributions by 28 February 2024, and requesting ICAO Regional Offices to consolidate these contributions by 30 April 2024.

Status of implementation of ASBU elements in CNS, AIM and MET fields

3.2.4 The meeting reviewed the status of ASBU implementation in AIM, CNS, and MET fields, noting low feedback from States. Challenges in implementing elements like FICE-B0/1 (AIDC), ASUR-B0/2 (MILAT), ASUR-B0/1 (ADS-B), AXIM DB, and AMET-B1/4 were highlighted. Low implementation percentages are due to reporting gaps and data inconsistencies in eANP Volume III. States and stakeholders were encouraged to update their data and take corrective actions.

Implementation of ASBU elements and Achievements of IIM Projects

3.2.5 The meeting provided updates on APIRG IIM Projects, highlighting achievements and challenges in implementing ICAO SARPs and ASBU elements in CNS, AIM, and MET fields.

For Communication, Navigation and Surveillance related Projects

3.2.6 Key communication projects reported on the progress of ground-to-ground (COM1, COM2), air-to-ground (COM3), and the telecommunication infrastructure (COM4), emphasizing the need for better participation of experts, resources and infrastructure upgrades.

3.2.7 Cyber resilience (COM5) highlighted the development of a framework and awareness workshops. Surveillance (SURV) and frequency protection (SPEC) projects achieved milestones like strategy development and managing 5G impact.

- 3.2.8 Challenges include expert engagement, financial support, and data collection. No report was received on the NAV project.

For Aeronautical Information Management related Projects

- 3.2.9 The meeting recalled that APIRG/25 meeting adopted AIM Projects 4 and 5 to improve aeronautical information quality, NOTAM, aerodrome mapping, and instrument flight procedure datasets.
- 3.2.10 At APIRG/26, challenges such as a lack of expertise in flight procedure design and aeronautical charting were identified. To address this issue, the meeting established criteria for selecting qualified experts, and the Secretariat was tasked to disseminate these criteria to States and Organizations. The meeting then formulated the following Decision.

For Aeronautical Meteorology related Projects

- 3.2.11 All MET projects demonstrated notable progress. MET Projects 1, 2, and 5 completed project costing and documentation, while MET Projects 2, 3, 4, and 5 conducted awareness workshops and seminars to enhance the knowledge of States' experts on SARPs implementation relevant to each project's scope. Additionally, MET Projects 2 and 4 developed and administered questionnaires to assess implementation in various States, and MET Project 3 successfully produced guidance material for space weather implementation.
- 3.2.12 However, challenges such as coordination, active participation, and inconsistent implementation persist across projects. MET Projects 1, 3, 4, and 5 face difficulties in ensuring States' participation and achieving uniform progress. Common issues include limited expert attendance, delays in activities and a lack of financial support.

Projects Costing

- 3.2.13 The APIRG/20 and APIRG/21 meetings requested APIRG to seek assistance and funding through collaboration with regional and sub-regional organizations such as the African Union, AFCAC, Regional Economic Communities (RECs) and financial institutions to support the adopted regional projects.
- 3.2.14 The meeting reviewed the consolidated catalogue of all IIM Projects prepared by the Secretariat and Project Team Coordinators, including their documentation and cost estimates. The agreed-upon cost estimates for the projects are summarized in Appendix 3J of this report.

Reporting on Planning and implementation by States and Stakeholders

Progress update on AFI VSAT networks (SADC and NAFISAT) and Implementation of Ground/Ground Communication (AFTN and AMHS) in South Africa

- 3.2.15 The meeting was informed that the SADC and NAFISAT VSAT networks in South Africa have over 99% availability and are being upgraded to meet ATN IPS requirements. These networks are fully interoperable with AFISNET, reducing delays.

- 3.2.16 ATNS has implemented VPN solutions in several locations and will continue to prioritize satellite communication for its reliability and coverage. Collaboration among network operators is encouraged to further improve interoperability.
- 3.2.17 The State successfully conducted testing of IWXXM message exchange between RODB Pretoria Met and the Communication Centre in 2016, upgraded AFTN/AMHS systems and migrated AIM connections from AFTN to AMHS with several States.
- 3.2.18 As challenges, the meeting noted issues in connecting with other ANSPs/States due to lack of training, unprepared States, and complex AMHS transitions and the need for States to register with AMC, update information, and provide AFTN/AMHS training or webinars.

Regional cooperation between AFI ANSP in terms of AIXM databases

- 3.2.19 The meeting acknowledged the ongoing support provided by ASECNA to The Gambia through a joint plan signed in 2022 as part of the "No Country Left Behind" initiative. This plan focuses on implementing low-cost, interoperable systems by hosting The Gambia's AIXM database on ASECNA's server, as well as providing tools, training, and safeguarding intellectual property.
- 3.2.20 It was noted that 80% of the project is completed, with remaining tasks centered on finalizing the eAIP, printing new AIPs, and conducting a safety study. The meeting also encouraged ASECNA to continue supporting other States.

WMO partnering with ICAO and WMO activities of relevance to ICAO

- 3.2.21 The meeting received updates on the World Meteorological Organization's (WMO) recent activities related to ICAO, including new organizational structures, engagement with ICAO and other agencies at the global and regional levels.
- 3.2.22 Highlights included (but not limited to) the latest WMO organizational structures for aviation services and regional Association I (Africa), WMO's contributions to the ICAO Meteorology Panel (METP).
- 3.2.23 The meeting acknowledged WMO's support for aeronautical meteorological services in Africa and encouraged continued collaboration between WMO and ICAO to help States effectively implement upcoming changes to MET-related SARPs.

Air Navigation Deficiencies

Update on the status of the implementation of CNS, AIM and MET related BBBs

- 3.2.24 The meeting discussed technical aspects of the Global Air Navigation Plan, emphasizing that BBBs provide the foundation for essential air navigation services, while ASBUs enhance system performance.

- 3.2.25 The meeting also noted the implementation status of the USOAP-CMA PQs related to the BBBs range from 34% to 68% in the region. Key challenges in implementing BBBs include funding shortages, project prioritization issues, and low regional collaboration.
- 3.2.26 The meeting emphasized the importance of strategic planning, collaboration, and capacity-building to achieve harmonized and interoperable air navigation services, urging States to actively participate in relevant meetings and activities for improvement.

Scope of Minimum Reporting Areas

- 3.2.27 The APIRG/16 meeting held in 2007 highlighted the need for States to address persistent air navigation deficiencies impacting safety. The APIRG/18 meeting held in 2012 endorsed a list of minimum reporting areas for air navigation deficiencies reporting in AOP, ATM, SAR, CNS, AIM, and MET.
- 3.2.28 The meeting discussed the incorporation of ASBU elements into this reporting framework and finally agreed to align the minimum reporting areas with the definition of "air navigation deficiencies," as approved by the Council of ICAO on 30 November 2001, and provided in the PART V of the APIRG Procedural Handbook. The following Decision was formulated.

APIRG/27 Decision 27/07: Scope of the minimum reporting framework						
Why:	<i>That, to ensure consistency of the minimum reporting areas with the Council definition of air navigation deficiency,</i>					
What:	<i>The list of minimum reporting areas to be revised as appropriate by 31 December 2024.</i>					
Who:	APIRG					
When:	31 December 2024					
Implementation following-up						
Follow-up required	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	Metrics	Metric 1: updated list of minimum reporting areas	Means to collect	APIRG Report

Status of Air Navigation Deficiencies in CNS, AIM and MET fields

- 3.2.29 The meeting recalled that the APIRG/26 meeting recognized the operationalization of the online AANDD platform developed by the Secretariat for the identification and resolution of air navigation deficiencies.
- 3.2.30 The meeting expressed concern on the continued low level of reporting on deficiencies and urged States, ANSPs, the ICAO ESAF and WACAF Regional Offices, and user organizations to effectively identify and report air navigation deficiencies.

Other Air Navigation initiatives

Outcomes of the Second Volcanic Ash Exercise (VOLCEX 2023/01) in the AFI Region

- 3.2.31 The meeting commended the successful conduct of the AFI second volcanic ash exercise (AFI VOLCEX) in December 2023, led by the Democratic Republic of Congo. This exercise aimed to enhance coordination, message distribution, and contingency management.
- 3.2.32 While the results were satisfactory, areas for improvement were identified, particularly in NOTAM formats, stakeholder engagement, and message timeliness. The full report on AFI VOLCEX is in **Appendix 3K**.
- 3.2.33 Additionally, the meeting reviewed the outcomes of the Extraordinary Meeting of the AFI Volcanic Ash Exercise Steering Group, held virtually on 26 July 2024, and acknowledged Kenya's proposal to take the lead for VOLCEX 2025. Consequently, the meeting formulated the following conclusion.

APIRG/27 Conclusion 27/08: Conduct of the third volcanic ash exercise in the AFI Region					
Why:	<i>That, to practice and develop inter-agency response to volcanic activity</i>				
What:	<ul style="list-style-type: none"> a) <i>The proposal of Kenya to lead the third volcanic ash exercise is endorsed;</i> b) <i>Kenya to direct and coordinate the third volcanic ash exercise in the AFI Region by 30 November 2025: and</i> c) <i>The ICAO ESAF and WACAF Offices to facilitate the conduct of the volcanic ash exercise in the AFI Region by 30 November 2025.</i> 				
Who:	<ul style="list-style-type: none"> a) <i>APIRG</i> b) <i>Kenya</i> c) <i>ESAF and WACAF Offices</i> 				
When:	b) and c): <i>By 30 November 2025</i>				
Implementation following-up					
Follow-up required	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Metrics	Metric 1: Approved volcanic ash exercise schedule Metric 2: Final Report of the third volcanic ash exercise	Means to collect	Mean 1: State Letters Mean 2: Coordination meetings

Update on the progress of the RBIS Project

- 3.2.34 The AIM Results-Based Implementation Support (RBIS) project, aimed at supporting African States to implement Quality Management Systems (QMS), Aeronautical Information Exchange Model (AIXM), and Terrain and Obstacle Data (TOD).
- 3.2.35 The AIM RBIS project, now in its third phase, has completed its initial phases, with documentation validated in March 2023. As of 2023 and 2024, Four (4) States (Guinea, Sierra Leone, Liberia, and the Democratic Republic of the Congo) have received

assistance for QMS, AIXM/eAIP/TOD, one (1) State (Mauritania) received TOD assistance.

3.2.36 Planned future assistance includes QMS for Nigeria and AIXM/eAIP/TOD for Benin, as well as TOD for Côte d'Ivoire, Togo, and Gabon.

3.2.37 The project team continues to monitor the implementation of the plans of action. The meeting recognized the project implementation activities as a good practice and encouraged States to utilize this mechanism to improve the AIM.

Update on the progress of the CODEVMET-AFI Project

3.2.38 The CODEVMET-AFI project, launched in 2016, aims to address air navigation deficiencies in aeronautical meteorology within the AFI region by enhancing States capacities to implement ICAO SARPs, as well as quality management systems (QMS).

3.2.39 To date, eight (8) States (Botswana, Cameroon, Cabo Verde, Côte d'Ivoire, Gambia, Nigeria, Senegal, and Togo) have received assistance aiming to improve their MET safety oversight activities.

3.2.40 Furthermore, four (4) States (Cameroon, Cabo Verde, Senegal, and Togo) received assistance in QMS implementation. Assistance to ASECNA in implementing space weather requirements is ongoing.

3.2.41 The meeting urged States to utilize the CODEVMET project to improve their oversight capacities in aeronautical meteorology and eliminate critical air navigation deficiencies in MET.

Introduction of the new SADIS API services

3.2.42 The meeting was briefed on the updates to the World Area Forecast System (WAFS), including the introduction of upgraded gridded data sets, new Significant Weather (SIGWX) forecasts, and new distribution systems via the SADIS and WIFS APIs.

3.2.43 Key enhancements include higher resolution data, automated SIGWX forecasts covering 6 to 48 hours, and the new IWXXM format. While the implementation of the new SIGWX forecasts was delayed until November 2024, current charts will remain available until 2026-2028.

3.2.44 Participants were encouraged to transition to the new systems, with guidance provided in an updated SIGWX flyer in Appendix 5. The meeting formulated the following Conclusion accordingly.

<i>APIRG/27 Conclusion 27/09: New SADIS API and WIFS API services</i>	
Why:	<i>That, to prepare for the upcoming SIGWX changes and ensure the use of the new IWXXM format SIGWX data sets,</i>
What:	<i>a) SADIS user States and Organizations to conduct awareness activities on the upcoming T+24 SIGWX changes effective on 26 November 2024 by sharing the SIGWX flyer or by directing them to</i>

	<p>https://www.metoffice.gov.uk/services/transport/aviation/regulated/wafs-2023 by end of December 2024; and</p> <p>b) States and Organizations to develop plans to upgrade their systems to be able to visualize the higher resolution WAFS gridded data sets and new IWXXM SIGWX data sets; and use the new SADIS API by November 2025.</p>				
Who:	<p>a) SADIS user States and Organizations</p> <p>b) States and Organizations.</p>				
When:	<p>a) By end of December 2024</p> <p>b) By November 2025</p>				
Implementation following-up					
Follow-up required	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Metric s	Metric 1: Number of States with capability SADIS API capabilities Metric 2: Conducted <i>awareness activities</i>	Means to collect	Mean 1: SL Mean 2: SL

Update on the Air Navigation Services Summit

3.2.45 The IIM/SG7 meeting reviewed the focus of APIRG meetings from APIRG/21 to APIRG/26 on enhancing air navigation and traffic management in the AFI region.

3.2.46 APIRG/21 emphasized the alignment of national air navigation plans with regional strategies, leading to coordinated planning and the development of a seamless air traffic management (ATM) system. Subsequent meetings highlighted the need for a seamless AFI air traffic management system, with APIRG/22 and APIRG/23 calling for the development of an ATM Master Plan and for a regional ATM Summit in 2024.

3.2.47 APIRG/26 highlighted the need to consolidate various initiatives under a single ICAO-driven mechanism, urging stakeholders to commit resources and establish a Steering Committee for the AFI ANS Summit.

3.2.48 Preparations for the Summit are ongoing. Discussions raised concerns regarding the low participation of States to the preparatory activities and need of alignment with APIRG procedural guidelines. The meeting agreed on the following to address these issues.

3.2.49

APIRG/27 Decision 27/10: Preparation of the Air Navigation Services Summit					
Why:	That, to foster the preparation of the AFI Air Navigation Service Summit,				
What:	<p>a) The AFI ANS Summit is postponed to 2025 pending completion of the ongoing preparatory activity; and</p> <p>b) The Secretariat to coordinate with key stakeholders the review of</p> <p>i). the ANS Summit related terms of references to ensure their alignment with the provisions of the APIRG Procedural Handbook; and</p>				

	ii). <i>the required activities for the effective conduct of the AFI Air Navigation Services Summit.</i>				
Who:	a) <i>APIRG</i> b) <i>Secretariat, IATA</i>				
When:	a) b) <i>by December 2025</i>				
Implementation following-up					
Follow-up required	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Metrics	Metric 1: Established expert teams Metric 2: Deliverables for the Summit	Means to collect data	Mean 1: e-mails Mean 2: Online meetings

Update on the Enhancement of APIRG and RASG-AFI Structure

- 3.2.50 The meeting was updated on actions taken to address the APIRG/26 & RASG-AFI/9 Decision 5/05, which focused on enhancing the structures of APIRG and RASG-AFI through their merging into a single entity.
- 3.2.51 The meeting took note of the organizational structure of the merged group, which was favoured by the participants in the APIRG/26 & RASG-AFI/9 joint session, as well as the development of the related draft Procedural Handbook.
- 3.2.52 The meeting was also informed that the Extraordinary Joint Meeting endorsed the new structure named the Africa-Indian Ocean Aviation System Planning and Implementation Group (AASPG) and tasked the Secretariat to circulate the Draft Procedural Handbook and new Working Methods for further input by 30 September 2024, in view of presenting the finalized version at the next APIRG and RASG-AFI meeting.

Implementation challenges of IIM Sub-group

- 3.2.53 The meeting highlighted several challenges facing the IIM/SG in supporting States, including delays in project deliverables, limited expert participation, and unavailability of facilitators. Recommendations include holding regular progress meetings, updating team lists, facilitating expert involvement, and providing accelerated support for project teams. The following Conclusion was formulated accordingly.

<i>APIRG/27 Conclusion 27/11: Revision of IIM Project membership</i>	
Why:	<i>That, to enhance the effectiveness of APIRG IIM Projects,</i>
What:	a) <i>The Secretariat and the IIM Project Team Coordinators to revise the project team composition to consider qualified and active experts by 31 December 2024;</i> b) <i>The Secretariat to notify States and Organizations of the designation of their experts to the projects by 31 December 2024; and</i> c) <i>States and Organizations to ensure the effective participation of experts in projects' activities and Subgroup meetings.</i>
Who:	a) <i>Secretariat, IIM Project Team Coordinators</i> b) <i>Secretariat</i> c) <i>States, Organizations</i>
When:	a) b) and c): <i>31 December 2024</i>

Implementation following-up					
Follow-up required	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Metrics	Metric 1: Revised project team composition Metric 2: Sensitization activities conducted	Means to collect	Mean 1: State letters Mean 2: Meetings with Project teams

Activities to be coordinated with the AAO/SG

3.2.54 The meeting upon discussions, agreed that the finalization of the preparation of the Air Navigation Services Summit requires coordination with the AAO Subgroup.

Review of the Terms of Reference and the Work Programme of IIM Sub-Group

3.2.55 The meeting was reminded that the IIM/SG Sub-Group is tasked by APIRG to support the implementation of ICAO SARPs in MET, AIM, and CNS areas. The Sub-Group's terms of reference were reviewed without specific amendments, and its work program was updated and included in the 2025 work programme of the AASPG.

Other Air Navigation Initiatives in IIM

Implementation of PBCS including space-based ADS-B

3.2.56 The Meeting noted the information provided by Cameroon on the potential economic and operational benefits of the use of space-based ADS-B in the implementation of PBCS in AFI region, especially in non-radar portions of oceanic and remote continental airspace.

3.2.57 It was noted that some ANSPs such as ASECNA have implemented space-based ADS-B in the airspace of its 18 member States which has improved capacity and efficiency of operations. However, it was highlighted that space-based ADS-B was not included in the PBCS manual (Doc 9869) which mainly describes the Required Surveillance Performance (RSP) for ADS-C, while ADS-B provides specifications in terms of delay, accuracy, integrity and availability that are far better than ADS-C. The paper called for ICAO to consider amending the PBCS manual to include ADS-B as an additional surveillance system that will foster the implementation of PBCS in AFI.

3.2.58 The Meeting acknowledge the relevance of the information provided and discussed the optimal way to bring the proposal to the attention of ICAO HQ. The following decision was therefore made in support of the proposal.

<i>APIRG/27 Decision 27/12: Implementation of RSP in ADS-B environment</i>	
Why:	<i>That, to foster the global and regional implementation of PBCS,</i>
What:	<i>ICAO to analyze the relevance of RSP implementation and monitoring in an ADS-B environment and ensure that the related documents are duly amended and aligned as appropriate (e.g. PBCS Manual (Doc 9869), GOLD (Doc10037), etc.).</i>
Who:	<i>Secretariat</i>

When:	AASPG/I.				
Implementation following-up					
Follow-up required	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Metrics:	Metric 1: PBCS Manual amended	Means to collect	Secretariat report

OPMET Monitoring and Availability

- 3.2.59 The Pretoria Regional Operational Meteorological (OPMET) Data Bank (RODB) presented the status of OPMET data quality and availability in the AFI Region, highlighting the roles of the RODBs in Dakar and Pretoria which are responsible for the collection, storage, and exchange of OPMET data within the AFI Region and with other regions.
- 3.2.60 Despite efforts to improve data quality and availability, systematic challenges persist, impacting the safety and efficiency of air navigation. The Pretoria RODB informed the meeting that they have implemented validation measures to detect non-conforming data and have engaged various stakeholders to address issues such as incorrect headers, coding, and bulletin transmission times.
- 3.2.61 To improve OPMET data availability, States were urged to ensure quality control of messages before dissemination, use ICAO guidelines for correct message formatting, and update the list of required OPMET information in the eANP Volume II Part V.
- 3.2.62 The RODB further emphasized the significant impact of substandard OPMET data on air navigation safety. Contributing factors included the lack of implementation of previous APIRG Conclusions/Decisions and insufficient collective effort among States. The meeting after agreed discussions on the following.

APIRG/27 Decision 27/13: Improving the quality and availability of OPMET data in the AFI Region	
Why:	<i>That, to improve the quality and increase the availability of OPMET data in the AFI region,</i>
What:	<ul style="list-style-type: none"> a) <i>States with persistent OPMET availability challenges are required to take the necessary actions to ensure that OPMET data is disseminated in accordance with the AFI AMBEX Scheme by 31 October 2025;</i> b) <i>RODBs Dakar and Pretoria should strengthen coordination and collaboration with concerned States to achieve a harmonized implementation of AMBEX-related procedures by the end of 31 October 2025;</i> c) <i>States to plan and implement follow-up actions on the Conclusion 24/34 requesting the update of the list of required OPMET information in Table MET II-2 of Volume II of the eANP by the end of October 2025;and</i> d) <i>IIM/SG Projects, COM 2(Implementation of Ground/ Ground Communication) and COM 4 (Implementation of interoperable</i>

	<i>seamless telecommunication infrastructure) to support States in the implementation of required systems and infrastructure to facilitate the exchange of OPMET data.</i>				
Who:	.a), c) States .b) RODBs Dakar and Pretoria .d) Com2 and COM4 Projects				
When:	October 2025				
Implementation following-up					
Follow-up required	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Metrics:	Metric 1: <i>Table MET II-2 of Volume II of the eANP updated</i> <i>Increased availability of OPMET data</i>	Means to collect	<ul style="list-style-type: none"> • State letters • Coordination meetings • Surveys

GNSS Interference and contingency planning

- 3.2.63 The Secretariat presented to the meeting a summary of deliberations of the Fourteenth ICAO Air Navigation Conference (AN-Conf/14) on Agenda item 2.2 (*Safe and timely use of new technologies - addressing safety risks related to evolving aviation technologies*), with a focus on interference to the Global Navigation Satellite System (GNSS) and contingency planning.
- 3.2.64 The meeting was reminded that the satellite navigation system forms an integral part of the radio navigation strategy in the AFI Region and plays a central role in air navigation.
- 3.2.65 As a result, the increased use of GNSS procedures will reduce the number and type of ground aids, as well as their maintenance costs, and improve the accuracy and reliability of navigation. However, this increase in unpublished GNSS radio frequency interference (RFI) on a global and regional scale is jeopardizing the achievement of this goal.
- 3.2.66 The meeting was reminded on the ICAO Secretary-General’s State Letter ref. E 3/5-24/54 dated 30 April 2024, calling the attention of States to the crucial issue of interference to GNSS and informing them of the results of the EUR/MID Symposium on Radio Navigation held from 6 to 8 February 2024, in Antalya (Türkiye). Important outcomes of the said symposium include relevant recommendations on the efforts that all stakeholders are called upon to continue to ensure the safety, reliability and resilience of air navigation.
- 3.2.67 The meeting was informed on the detailed deliberations on the Conference to address issues of RFI on GNSS, that are summarized in **Recommendation 2.2/2 – Addressing global navigation satellite system interference and contingency planning** presented as **Appendix 3K** to this report.

GNSS Spoofing in the Democratic Republic of Congo (DRC)

- 3.2.68 The meeting was provided with information from the Democratic Republic of Congo (DRC) on occurrence of Radio Frequency Interference (RFI) of GNSS signals in the terminal area of Goma International Airport. DRC reported that investigations into the source of interference carried out by the Post and Telecommunications Regulatory Authority (ARPTC) indicated that the interference to the GPS signal recorded in the area originated from sources located outside the Democratic Republic of Congo.
- 3.2.69 DRC noted with satisfaction the reactive and proactive actions taken with the involvement of the International Civil Aviation Organization, both from the HQ and the ESAF and WACAF Regional Offices, in the resolution of these incidents of radio frequency interference (RFI) to GNSS. These issues of RFI have become a major safety concern and constitute a threat to the cybersecurity of civil aviation whenever they are not reported in advance to aircraft operators and ANSPs for appropriate arrangements.
- 3.2.70 The meeting urged States to implement the APIRG Conclusion 16/22 - *Recording of GNSS parameters* and Conclusion 19/ 28 - *Assessment and mitigation of GNSS vulnerabilities*; and mitigate the risks related to RFI on GNSS by establishing and maintaining a sufficient network of conventional navigation aids, supported by VHF Omnidirectional Range (VOR), Distance Measuring Equipment (DME) and Instrument Landing System (ILS) facilities, to sustain operational safety as well as sufficient airspace capacity during times of unavailability of GNSS due to RFIs.
- 3.2.71 The meeting also requested ICAO to conduct workshops on GNSS Vulnerability and mitigation best practices by 31 October 2025.

SBAS Phase II CBA Updates

- 3.2.72 AFCAC updated the meeting on Phase II of SBAS Cost Benefit Analysis (CBA) study called upon by APIRG/17 meeting. The exercise covered organizational and institutional studies as well as technology transfer and risk assessment for the continental implementation of SBAS.
- 3.2.73 Considering the outcomes of the Stakeholder Validation Workshop held virtually from 23 to 24 October 2024, the meeting noted that after consideration of the comments made during this validation workshop, AUC and AFCAC are expected to submit outcomes of the Phase II SBAS CBA Study for consideration by the relevant AU Policy Organs.
- 3.2.74 When APIRG will consider the final report of the CBA, the AFI regional Navigation strategy will be updated accordingly in the framework of APIRG project approach and will involve the rationalization of the conventional navigation Aids and the implementation of the GNSS in accordance with APIRG conclusions and Decisions in the area.

Space based VHF

- 3.2.75 The meeting was informed by ENAIRE (Spain CAA) on the opportunity given by LEO satellites to ensure full VHF coverage including oceanic and continental remote air

spaces. This Satellite based VHF will provide both voice and data (VDL-2) communication as well as Satellite Based ADS-B.

3.2.76 In this regard, ASA the Cabo Verde ANSP reported to be liaising with the industry for the introduction of this technology to improve Aeronautical Mobile Satellite Service (Route) AMSS (R) and ensure full radar like surveillance through ADS-B.

3.2.77 The meeting took note of the information and encouraged States and Organization to take opportunity of this new communication and Surveillance technology for the reinforcement of aviation safety efficiency and capacity in the AFI Region.

AMHS implementation in Zambia

3.2.78 Zambia provided the meeting with information on the progress made in the implementation of AMHS and the transition from AIS to AIM.

3.2.79 The meeting commended the efforts paid by Zambia and encouraged the reinforcement of the cooperation with neighbors to ensure full interconnection of AMHS for a harmonized transition from AIS to AIM.

AIM competency framework

3.2.80 Kenya shared with the meeting its experience in putting in place a competency framework for aeronautical information management (AIM), including the establishment of regulatory requirements for the competency level of technical personnel in charge of various functions associated with the provision of AIM services, AIM job descriptions, training programmes and competency assessment.

3.2.81 The meeting commended the good practice shared by Kenya and highlighted the increasing reliance of the ATM system on digital aeronautical data and which requires that AIM professionals possess high skills and competencies for managing quality assured aeronautical data in digital and automated environment. Therefore, the meeting called for the establishment of a project on the competency framework of aeronautical information professionals.

3.3. Update on the African Flight Procedure Programme (AFPP)

AFPP updates

3.3.1. The Meeting was reminded that the African Flight Procedure Programme (AFPP) is an African initiative aiming to develop States' capacities in instrument flight procedures and all related domains focusing on PBN operations in line with the ICAO Assembly A37-11 Resolution of October 2010.

3.3.2. The AFPP is based in Dakar, Senegal and is governed by a Steering committee and a Programme Manager. 38 out of 54 African States are members of the programme, which also includes ICAO as implementing agency and eight (08) Donors, namely ASECNA, Airbus, France, Kenya, Côte d'Ivoire, Ghana, Cameroon, Tanzania.

- 3.3.3. The AFPP’s activities covered training, workshops, assistance to States and flight procedure design services. The Meeting was informed that in 2024, the AFPP provided seven (7) trainings and workshops to 34 States/Organizations, and eight (8) assistance activities to States. Six flight procedures design projects were developed for seven aerodromes in the AFI region, which delivered seventy (70) instrument flight procedures for these aerodromes.
- 3.3.4. The Meeting commended AFPP for all the achievements and assistance provided to States and Organizations. The Meeting encouraged African States to embrace the programme and benefit from its numerous advantages. The following conclusion was therefore formulated.

<i>APIRG/27 Conclusion 27/14: Affiliation to the African Flight Procedure Programme</i>					
Why:	<i>That, to support an efficient performance-based navigation and PANS-OPS implementation in the AFI region,</i>				
What:	<i>a) States that have not yet done so to join the Programme and share resources and competencies for the benefit of the Continent; and b) The participating members that have not yet done so be urged to sign the Management Service Agreement (MSA).</i>				
Who:	<i>a) & b) States</i>				
When:	<i>a) & b) 31 October 2025</i>				
Implementation following-up					
Follow-up required	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Metrics	Metric 1: Number of AFPP members States in AFI Metric 2: Number of States signatory of the AFPP MSA	Means to collect data on the implementation of the conclusion /decision	Secretariat report

PBN Status in the AFI region

- 3.3.5. The AFPP presented the status of implementation of PBN in the AFI region. The Meeting was recalled that PBN implementation at national level included the national PBN implementation plan (NPIP), the regular and systematic conduct of WGS-84 survey and the implementation of PBN procedures at all international airports.

- 3.3.6. The Meeting noted that currently 44 (81%) States have developed their NPIP, 67% of international airports have implemented PBN approach procedures while 33% are yet to develop such procedures.
- 3.3.7. AFPP also raised the outstanding operational challenges in the region including non-compliance with prescribed periodicity of calibration of navaids, irregular WGS-84 survey as well as non-compliance with the requirements for the systematic review of instrument flight procedure every five years.
- 3.3.8. The Meeting commended AFPP for the work done and encouraged States to collaboratively implement the requirements pertaining to PBN.

Prevention and resolution of air navigation services related SSCs

- 3.3.9. The Meeting was informed of the conduct by the ICAO WACAF Regional Office, AFPP and Cote d’Ivoire, of the workshop on the Air Navigation Services related Significant Safety Concerns (SSCs) in Abidjan, Cote d’Ivoire, from 19 to 23 August 2024.
- 3.3.10. The workshop, which was organized in fulfilment of APIRG/26 decision 26/07, was attended by fifty-four (54) participants from sixteen (16) ESAF and WACAF States and three (3) organizations. The workshop aimed at raising awareness of the participants on the issues of significant safety concern and build capacities on the effective implementation activities. It also serves as a forum to share experiences on best practices for the prevention and resolution of significant safety concerns. Topics discussed during the workshop included aerodrome obstacle management, flight procedure implementation, navigation aids operations and maintenance, aeronautical information and cartography management, SSCs related USOAP CMA protocol questions processing and frequently occurring shortcomings.
- 3.3.11. The workshop issued several recommendations such as sensitization of high-level Decision-Makers on SSCs and related preventive actions, the establishment of sub-regional mechanisms to foster collaboration and sharing of information and experience in order to ensure effective and efficient identification and resolution of deficiencies. A call for a more accessible cost of flight validation and flight calibration was raised by the participants.
- 3.3.12. The meeting applauded the joint undertaking by ICAO, AFPP and Côte d’Ivoire and further discussed the outcomes of the workshop. The following conclusion was formulated in support of the recommendations from the workshop.

<i>APIRG/27 Decision 27/15: Enhancement of the flight operations safety in Africa</i>	
Why:	<i>That, to reduce the occurrence of the Air Navigation Services related Significant Safety Concerns in the AFI Region,</i>
What:	<i>a) States and Air Navigation Service Providers to take anticipated measures to comply with the ICAO requirements for instrument flight procedures’ implementation, including obstacle survey, Navaids</i>

	<i>periodic calibration and the periodic revision of instrument flight procedures; and</i>				
	<i>b) AFPP and the secretariat to coordinate the establishment of a platform to foster the sharing of information and resources for an efficient conduct of flight procedures related activities such as flight validation, nav aids calibration as well as obstacle control.</i>				
Who:	<i>b) States</i> <i>c) Secretariat, AFPP</i>				
When:	<i>b) & b) 31 October 2025</i>				
Implementation following-up					
Follow-up required	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Metrics	Metric 1: Number of States with SSCs Metric 2: Platform established	Means to collect data on the implementation of the conclusion /decision	Secretariat report

3.4. Regional Air Navigation Plan

- 3.4.1 The meeting was informed of the progress made in the update of the Regional Air Navigation Plan (eANP) and noted that few States submitted additional contributions to the ICAO Regional Offices for the volumes I and II updating. The ICAO Regional Offices have initiated the process of proposals for amendment (PfAs) to Volumes I and II of the eANP, based on the submissions received from States, in coordination with the concerned States. The meeting encouraged States to regularly review the content of the eANP and request amendments as necessary, to ensure their data are accurate and up to date.
- 3.4.2 Volume III of the eANP contains tables aiming for data collection on planning and implementation of ASBU elements in AOP, ATM/SAR, CNS, AIM and MET, as well as for the monitoring of implementation status.
- 3.4.3 The meeting recalled the Secretariat initiative to develop a framework for data collection and monitoring of ASBU implementation. The meeting welcomed the completion of this ASBU online tool as a second module of the AANDD platform, which leverages the existing database, providing access to both Air navigation deficiencies management and ASBU monitoring through a single user account.
- 3.4.4 The meeting followed with interest a demonstration of this tool, through its main functionalities including the configuration of the ASBU concepts in the system, the reporting on planning and implementation of the applicable ASBU elements, as well as the generation of dashboards and regional reports. The meeting commended the good work done by the Secretariat and agreed on the use of the said ASBU tool of the AANDD platform by States for reporting on their planning and implementation of ASBU elements in the AFI region. Therefore, the meeting formulated the following conclusion:

<i>APIRG/27 Conclusion 27/16: Monitoring of ASBU planning and implementation in the AFI Region</i>					
Why:	<i>That, to provide a comprehensive and data driven picture of the status of implementation of ASBU elements in the AFI region,</i>				
What:	<i>a) The online ASBU tool of the AANDD platform to be used for collecting data, monitoring and generating reports on ASBU planning and implementation; and</i> <i>b) States to consistently report on their planning and implementation of ASBU elements.</i>				
Who:	<i>States</i>				
When:	<i>a) Permanent</i> <i>b) By 31 May 2025</i>				
Implementation following-up					
Follow-up required	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Metrics	States' data available on the online ASBU tool	Means to collect data on the implementation of the conclusion /decision	ASBU report

Development of National ASBU Plans in Cameroon

- 3.4.5 Cameroon presented to the meeting the status of the development of National ASBU Plans and noted that less than 10% of the States in the AFI region have a national ASBU plan approved by the relevant authorities and shared with the Regional Offices.
- 3.4.6 The meeting also noted the low level of effective implementation of APIRG Conclusions and Decisions related to National ASBU planning, implementation and reporting as well as the low level of contribution of States to Volume III of the AFI e-ANP and to the annual air navigation report of the AFI region.
- 3.4.7 As possible causes of this situation, the meeting agreed that despite the awareness workshops conducted by ICAO on the subject, States do not have sufficient ICAO guidance material, and competencies for the development of these plans.
- 3.4.8 The meeting requested ICAO to develop more guidance material, in particular, a template of national ASBU plan for the AFI Region and organize workshops on the development of National ASBU Plans.

3.5. Air Navigation Deficiencies

- 3.5.1 The meeting recalled the persistent low pace of identification and management of air navigation deficiencies noted by APIRG/26 meeting which had urged Users and States to continuously report on deficiencies as they may occur, using the AANDD online platform. The meeting was informed of two additional workshops conducted in 2024

in Dakar, Senegal, on the Volumes I and II of the Regional Air Navigation Plan and the management of air navigation deficiencies.

- 3.5.2 The meeting noted that despite the appeal of APIRG/26, the involvement of States and Stakeholders in the identification, notification, management and reporting on Air Navigation Deficiencies was still low. As of October 2024, five (5) cases in 4 States notified through the AANDD, in the areas of AOP, MET and ATM/SAR, were under review by the Regional Offices.

Management of Air Navigation Deficiencies in Cameroon

- 3.5.3 Cameroon shared with the meeting the mechanism put in place for the management of air navigation deficiencies. The said mechanism includes a procedure developed for the staff of the Civil Aviation Authority in order to specify the role and responsibilities of all actors and services involved in the identification, notification and monitoring of air navigation deficiencies (AANDD focal point, ...).
- 3.5.4 The procedure includes the identification of deficiencies not only through the safety oversight activities such as audits/inspections, voluntary and mandatory safety event reporting, accident and incident investigations; but also through annual self-assessment by the Civil Aviation Authority of the air navigation system based on the list of minimum reporting areas of air navigation deficiencies.

National APIRG Monitoring and Implementation Committee in Nigeria

- 3.5.5 The meeting welcomed the experience of Nigeria in setting up a National APIRG Monitoring and Implementation Committee composed of Aviation industry stakeholders and the Military. The Committee conducts reviews of conclusions of the APIRG and its Sub-groups to identify those that concern Nigeria and bring them to the attention of the relevant aviation agency for implementation. The Committee also monitors the implementation of the conclusions to ensure adherence to international best practices.
- 3.5.6 The meeting congratulated Cameroon and Nigeria for the sharing of good practices and found the establishment of national committee to be a catalyst for the improvement of States’ performance in planning and implementation matters. Therefore, the meeting agreed on the following conclusion.

<i>APIRG/27 Conclusion 27/17: Establishment of National Air Navigation Coordination Committees,</i>	
<i>Why:</i>	<i>To improve States’ performance in the planning and implementation of air navigation systems,</i>
<i>What:</i>	<i>States to establish National Air Navigation Coordination Committees, composed of the Civil aviation authority and Service providers, for coordinating the national implementation activities, including:</i> <i>a) proposals for amendment to the regional air navigation plan;</i> <i>b) implementation of national and regional priorities;</i> <i>c) management of air navigation deficiencies;</i> <i>d) reporting on ASBU planning and implementation; and</i>

<i>e) review and implementation of APIRG/AASPG conclusions.</i>					
Who:		<i>States</i>			
When:		<i>By 30 June 2025</i>			
Implementation following-up					
Follow-up required	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Metrics	Number of States who establish committees	Means to collect data on the implementation of the conclusion /decision	Notification Letters to ICAO Regional Offices

3.6. Other Air Navigation Initiatives

ICAO True North Advisory Group

- 3.6.1 The meeting was informed of the ongoing activities at ICAO in relation to shifting the navigation reference from Magnetic North to True North. Noting that the Air Navigation Commission (ANC), at the seventh meeting of its 224th Session, held on 7 November 2023, supported the establishment of the True North Advisory Group (TRUE-AG) and States notified of the same through State Letter AN 11/65-IND/24/1 dated 21 January 2024, requesting them to nominate experts to support the initiative.
- 3.6.2 South Africa which accepted the request and now sits in the TRUE-AG, informed the meeting of the need for more representation from the AFI region into the Group. This would enable the region to voice the concerns that might arise in the implementation of the change considering that most of the States in the region sit within the latitudes where not much change takes place in the variations. The meeting noting the importance of regional representation called on States to nominate members to the ICAO True North Advisory Group.
- 3.6.3 The meeting noting the deliberations at the AN-Conf/14 and the importance of an effective and timely transition from the use of Magnetic North to True North in Aviation at the regional level, formulated the following conclusion to support the smooth transition.

<i>APIRG/27 Conclusion 27/18: Transition to the True North in the AFI Region</i>	
Why:	<i>That, to support the effective and timely transition from use of the magnetic north to the true north in aviation in the AFI Region,</i>
What:	<i>a) States are encouraged to participate in the True North Advisory Panel through the nomination of State’s focal points and advisors; and b) The Secretariat, in coordination with South Africa, to develop the terms of reference for the establishment of the AFI TRUE NORTH Project Team by 31 October 2025.</i>

Who:	a) AFI States b) South Africa, Secretariat				
When:	31 October 2025				
Implementation following-up					
Follow-up required	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Metrics	Metric 1: TORs for True North Project	Means to collect data on the implementation of the conclusion /decision	AAASPG 1 Report

Introduction of Automation and Artificial Intelligent (AI) into the ATM System

- 3.6.4 South Africa presented some key information related to the projected growth in aviation business that will require more automation and the introduction of artificial intelligence in air traffic management.
- 3.6.5 It was noted that, based on the United Nations figure by 2050, the Population in Africa will reach 2.5 billion. Airbus further predicts that air traffic in the African region will double during the period from 2027 until 2043, with African airline fleets growing by 2.8 times during the period (Times Aerospace, 16-Sep-2024). The company (Times Aerospace) forecast African airlines will require approximately 1460 new aircraft (83% narrowbodies and 17% widebodies) from 2024 until 2043, necessitating 15,000 new pilots.
- 3.6.6 To address this growing demand for air travel, it requires the enhancement of the ATM system to balance demand against available capacity as well as the collection and management of ever-growing quantity of information that will soon surpasses human capabilities. It was highlighted that the future of ATM systems will rely increasingly on automation, AI and Human Machine collaboration to safely manage the growing diversity, density, and environmental considerations.
- 3.6.7 The meeting noted the call by South Africa for the prioritization and the adoption of Automation and AI into the ATM System in the AFI Region, through the review, identification and advancement of AAO and IIM projects, as aligned to Global Air Traffic Management Operational Concept (GATMOC – Doc 9854) and Global Air Navigation Plan (GANP – 9750).
- 3.6.8 Regarding the use of Artificial Intelligence (AI) in aviation, the Secretariat informed the Meeting that several ICAO expert groups were tasked with different aspects related to the application of AI, in areas such as ATM and aerodrome operations. The meeting requested the Secretariat to provide additional guidance and an update on the global developments related to this subject, during the next meeting in 2025 to enable informed decision on the subject matter.

Digital ATS operations

- 3.6.9 South Africa presented a paper on the developments that have taken place globally in the area of Remote Towers. Noting that the remote towers concept is now globally accepted and has been introduced in some regions, there were no harmonized operating Standards developed by ICAO to govern the provision of ATS using remote sensing. The the meeting was called on to urge ICAO to enhance the existing Standards and Recommended Practices (SARPs) governing provisions for Tower Control to incorporate SARPs for Remote Towers.
- 3.6.10 IFATCA informed the meeting of the joint working paper on the subject that was presented at the AN-Conf/14 which highlighted the identified challenges in the implementation of remote towers and called for further studies and the enhancement of standards.
- 3.6.11 The meeting was informed that work is already in progress at ICAO to enhance the provisions for the implementation of digital air traffic services (DATS) which is an ASBU Module under B1/1 dealing with remotely operated Aerodrome ATS. The meeting noting the rapid developments in this area and the need for the region to be prepared to embrace the concept, formulated the following conclusion:

<i>APIRG/27 Conclusion 27/19: Requirement for Digital ATS (DATS) operations standards</i>					
Why:	<i>That, considering the growing need for Digital ATS (DATS) operations in the AFI region and the inadequacy of current operational standards to enable safe implementation,</i>				
What:	<i>a) ICAO to provide new SARPs commensurate with requirements for DATS operations; and</i> <i>b) The Secretariat to conduct at least one awareness workshop on the status of ICAO provisions related to DATS operations by 31 October 2025.</i>				
Who:	<i>a) Secretariat</i> <i>b) States, Secretariat</i>				
When:	<i>a) & b) 31 October 2025</i>				
Implementation following-up					
Follow-up required	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Metrics	Metric 1: SARPs provided Metric 2: Workshop conducted	Means to collect data on the implementation of the conclusion /decision	AAO SG report

ATM CNS Implementation Committee

- 3.6.12 South Africa presented a paper on the need to establish national air traffic management/communications navigation and surveillance (ATM/CNS) committees as collaborative decision-making platforms within a State. Recalling the deliberations of APIRG/12 and

APIRG/13 which called on the air navigation service providers and airspace users to collaborate on the implementation of APIRG Conclusion and Decisions, the paper focused on Conclusion 12/45 and Conclusion 13/74 of which both called on the States to establish National CNS/ATM bodies and designate focal points of contact and notify ICAO Regional Offices of the action taken in this respect.

3.6.13 The meeting noted the importance of national ATM/CNS committees within a State to enhance implementation of the regional requirements and called on the States that have not done so to urgently implement APIRG Conclusions 12/45 and 13/74.

Africa Aviation Infrastructure Gap Analysis

3.6.14 AFCAC reported on the outcome of the 2024 Aviation Infrastructure Gap Analysis, initiated by the President of the Council of ICAO in 2019, and conducted with the objective of establishing the gaps existing in the airports and air navigation infrastructure and services with a traffic projection of 25 years.

3.6.15 The Infrastructure Gap Analysis covered the entire African continent. The scope of work included gathering specific data from member States through questionnaires prepared by ICAO which were responded to as follows:

Questionnaires	State Feedback
International aerodromes	41 States responded
Air Navigation Services (ATM, CNS, Meteorology, Search & Rescue, AIM)	40 States responded
Airlines (aircraft fleet and equipage)	70 airlines responded
Traffic forecasts up to 25 years	Available information augmented by data from ATNS, IATA, ACI and ICAO

Table 1: African Aviation Infrastructure Gap Analysis responses

3.6.16 The Aviation Infrastructure Gap Analysis Report highlights infrastructure deficiencies which include at least sixty (60) gaps with the following breakdown:

- AOP – 11 gaps,
- Air Operators – 9 gaps,
- ATM – 12 gaps,
- CNS – 25 gaps, and
- MET – 3 gaps.

3.6.17 The meeting commended the exhaustive results reached by the GAP analysis exercise and agreed on the next steps aiming to identify and to develop bankable projects aligned with the APIRG Project approach principles to close the gaps to better support the seamless airspace and ANS architecture implementation for Africa and Single African Air Transport Market (SAATM) concept.

3.6.18 Member States are encouraged to consider the outcomes of the infrastructure gap analysis and develop national and regional action plans for the implementation of the ANS Master Strategy in the short-term, medium-term, and long term.

Aviation Infrastructure - PPSA in DRC

3.6.19 The Democratic Republic of Congo (DRC) updated the meeting on the progress made under the second phase of the Priority Air Safety Program (PPSA), with the support of the African Development Bank (AfDB).

3.6.20 The first phase enabled the acquisition of essential equipment such as ATM and AMHS communication systems as well as the installation of ADS-B stations and the training of personnel from the Régie des Voies Aériennes (RVA) and the Civil Aviation Authority of the DRC (AAC/RDC).

3.6.21 Currently, the second phase of the PPSA is underway, focusing on the modernization of airport infrastructures across the country.

3.6.22 The meeting took note of the ongoing progress in the modernization of airport infrastructure and air navigation in DR Congo and encouraged the State to reinforce the cooperation with the neighbors towards a seamless air navigation service provision.

Cabo Verde projects update

3.6.23 Cabo Verde provided the meeting with the update on the ATM/CNS infrastructure projects in line with the State's ATM Master Plan. Projects already completed involved the modernization of the ATM system, the development of PBN Procedures at all 4 International Airports (including CDO and CCO in two of them), the transition from AFTN to AMHS, the implementation of Phase 1 and 2 of the transition from AIS to AIM, the implementation of ADS-B.

3.6.24 The State's ANSP (ASA) reported to be in collaboration with Dakar ACC to progress in AIDC implementation with a pre-implementation operational test carried out successfully with few issues to be solved.

3.6.25 The meeting commended the efforts of Cabo Verde in the implementation of the national projects and encouraged the State to reinforce the collaboration with the neighbours for a harmonized provision of a safe and efficient provision of an air navigation service.

Annual Air Navigation Report

3.7.1 The meeting was provided with information on the publication of the first edition of the annual air navigation report and the progress status on the development of its second edition. It was recalled that APIRG/23 stressed the need to develop and publish the APIRG Annual Air Navigation Report based on available information and invited States and Organizations to forward their contributions to the Secretariat by 31 December 2020. It was therefore established that the air navigation report will be published on an annual basis.

- 3.7.2 The meeting noted that the first Edition of the Annual air navigation report was published on 31 December 2023. The report was disseminated to all stakeholders in electronic format and then in hardcopies during the 9th edition of the AFI aviation week held in Libreville, Gabon. The report is accessible on ICAO portal through the link <https://www.icao.int/WACAF/Documents/Annual%20Reports/2023/2023-AFI%20Air%20Navigation%20Report%201st%20Edition.pdf>
- 3.7.3 The meeting was updated on the production of the second Edition which is ongoing. A draft version was presented to the meeting. The second edition is focus on the implementation status of ASBU applicable elements in the AFI region through the publication of initiatives and projects carried out by States and Organization for the modernization of their aviation system. The Second Edition will serve as reference material for reporting on ASBU performance that will complement information contained in volume III of the AFI Air Navigation Plan.
- 3.7.4 The meeting commended the editorial team for the work done, however it was noted the low level of contribution from States and Organizations. The meeting urged the stakeholders to support the work of the team by providing expected information for the timely publication of the report by 31 December 2024. The meeting therefore took the following decision regarding the second Edition of the Air Navigation Report at **Appendix 3L** to this report:

<i>APIRG/27 Decision 27/20: Publication of the second Edition of the AFI Annual Air Navigation Report (AANR 2)</i>					
Why:	<i>That, to ensure the timely publication of the second Edition of the Annual Air Navigation Report,</i>				
What:	<i>a) The draft second Edition of the AFI Annual Air Navigation Report is endorsed; and</i> <i>b) The Secretariat coordinates the publication of the AFI Annual Air Navigation Report by 31 December 2024.</i>				
Who:	<i>a) APIRG</i> <i>b) Secretariat</i>				
When:	<i>a) 8 November 2024</i> <i>b) 31 December 2024</i>				
Implementation following-up					
Follow-up required	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Metrics	Metric: AANR 2 published	Means to collect data on the implementation of the conclusion /decision	AANRT Report

AGENDA ITEM 4: ITEMS FOR COORDINATION WITH THE RASG-AFI

4.1 The meeting discussed APIRG items for coordination with the RASG-AFI such as inadequate national regulations to support some of the APIRG conclusions/decisions, which contributes to a low level of implementation in some areas (i.e. SLOP, flexible use of airspace,

search and rescue, interoperability of ANS systems, reporting of ATS incidents, space weather information ...), finalization of RVSM guidance material developed by ARMA for the Africa Indian Ocean and compliance with the USOAP-CMA Protocol Questions related to the Basic Building Blocks (BBBs) to increase the capacity of States to regulate and oversee their implementation.

4.2 The meeting also encouraged all stakeholders to reinforce the coordination between APIRG and RASG-AFI and ensure a smooth transition to the new AASPG.

AGENDA ITEM 5: COMMON IMPLEMENTATION CHALLENGES IDENTIFIED AMONGST APIRG MEMBERS AND WAY FORWARD

- 5.1 Under the Agenda item, the meeting discussed the performance of the region in the implementation of APIRG Conclusions and Decisions and the challenges encountered in doing so.
- 5.2 The meeting noted with concern that although there was improvement in the implementation, the region continued to experience challenges. These include low participation in regional activities due to lack of funds, inadequate national regulations to support the implementation of some APIRG conclusions, poor reporting culture and lack of implementation of the 'Just Culture' in some States/Organizations and low level of reporting.
- 5.3 The meeting noted that the number of experts supporting the regional activities has been diminishing in the recent past due to natural attrition within the States without replacement as well as inadequate capacity by the experts within the States to support the APIRG activities and called on States to nominate and replace members to the APIRG subsidiary bodies.
- 5.4 The meeting acknowledged the newly identified challenges which included limited awareness of the required support at the level of policy makers in entities supporting aviation activities; especially in areas, that cuts across different ministries or agencies e.g. civil/military cooperation, Search and Rescue and Aerodrome certification, and the low level of understanding at the technical level of the requirements for implementation of some of the concepts e.g. PBCS, SLOP, RVSM data submission, Instrument Flight Procedures promulgation and approval process.
- 5.5 Of key interest was the identification of the gap in training of experts in the region; it was noted that several critical courses were conducted in only one language restricting the participation of some of the States in the region. The meeting therefore called upon ICAO to consider developing/translating these key courses including the iPACKs and GIS courses in other ICAO languages.
- 5.6 The meeting called upon States and Organizations to increase their support to APIRG related activities through tangible actions including active participation of their experts to all APIRG related activities, consider the review of national policies and regulations to support collaboration amongst all aviation related stakeholders and improve their reporting systems.

5.7 Noting the importance of providing awareness to the decision makers, the meeting called on the Secretariat to coordinate the delivery of critical information to the key decision makers through appropriate regional forums.

AGENDA ITEM 6: RECOMMENDATIONS ON ACTIONS OR ENHANCEMENTS THAT WOULD REQUIRE CONSIDERATION BY THE ANC AND COUNCIL

6.1. Under this agenda item, the meeting identified recommendations on actions or enhancements that would require consideration by the ANC and Council

6.2. In line with the above, the meeting identified the below items which may require effective support from the ICAO Headquarters. The following Conclusion was therefore formulated.

APIRG/27 Conclusion 27/21: Enhancement of support to APIRG activities					
Why:	<i>That, to assist in resolving challenges identified in the region, ICAO in coordination with the industry within the framework of the APIRG mechanism to,</i>				
What:	<ul style="list-style-type: none"> <i>a) Include of States of the AFI Region in Working groups and Panels;</i> <i>b) Consider having more courses/trainings in more than one language for the benefit of States in the AFI region;</i> <i>c) Increase awareness on Cyber resilience and Security;</i> <i>d) Provide advance notification to States on new developments matters concerning air navigation;</i> <i>e) Develop a model of National ASBU Implementation Plan;</i> <i>f) Provide support in the mobilization of resources for effective implementation of Air Navigation related project; and</i> <i>g) Increase research and awareness on Artificial Intelligence in Aviation.</i> 				
Who:	ICAO				
When:	31 October 2025				
Implementation following-up					
Follow-up required	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Metrics	Metric 1: All support to AFI provided	Means to collect data on the implementation of the conclusion /decision	Secretariat report to AASPG 1

AGENDA ITEM 7: REVIEW AND UPDATE OF THE WORK PROGRAMME OF APIRG AND ITS CONTRIBUTORY BODIES

7.1. Under this agenda item the Secretariat presented the future work program of APIRG and its contributory bodies. The meeting recalled that the Extraordinary Meeting of APIRG and RASG-AFI held in Libreville, Gabon in July 2024 approved the merged group AASPG to replace the APIRG and RASG-AFI. The Joint Session of the APIRG/27 and RASG-AFI/10 meeting endorsed the transitional arrangements from the

two groups to the new group AASPG. The meeting reviewed the future work programme of APIRG submitted by the Secretariat and recommended to include these activities in the new group work programme to be endorsed by the Joint session.

AGENDA ITEM 8: ANY OTHER BUSINESS

8.1. There was no business discussed under this Agenda item.

PART IV:

**TENTH MEETING OF THE
REGIONAL AVIATION SAFETY
GROUP FOR AFI REGION
(RASG-AFI/10)**

PART IV: TENTH MEETING OF THE REGIONAL AVIATION SAFETY GROUP FOR AFI REGION (RASG-AFI/10)

AGENDA ITEM 1: ADOPTION OF THE AGENDA AND WORK PROGRAMME

- 1.1. The RASG-AFI/10 meeting was chaired by Mr. Fred Bamwesigye, Director General of Uganda CAA and Chairperson of the RASG-AFI assisted by Dr. Diaga Basse, Director General of ANACIM Senegal and Vice-Chairperson. Ms. Lucy Mbugua, Regional Director, ICAO Eastern and Southern African Office served as Secretary to the meeting, assisted by Mr. Prosper Zo'o Minto'o, Regional Director, ICAO Western and Central African Office, supported by the ICAO officials present in the meeting.
- 1.2. The meeting adopted its Agenda and Work Programme as indicated in **Appendix 4A** to this Report.

AGENDA ITEM 2: REVIEW OF THE RASC/10 MEETING OUTCOMES AND THE STATUS OF IMPLEMENTATION OF RASG-AFI/9 CONCLUSIONS AND DECISIONS.

2.1. Status of implementation of RASG-AFI/9 Conclusions and Decisions

- 2.1.1 The meeting was presented the status of implementation of conclusions and decisions of the RASG-AFI/9 meeting held on 9 November 2023, which drew nine conclusions and four decisions. Two conclusions and all the four decisions had been completed while the remaining seven conclusions were in progress. The meeting took note of the progress achieved in the implementation of conclusions and decisions.
- 2.1.2 The meeting recalled that ICAO had recently issued an *Electronic Bulletin (EB 2024/22)*, dated 9 October 2024 announcing 2024 edition of USOAP CMA PQs, which introduced major changes, including an editorial and references review of the existing PQs, the incorporation of Safety Management System (SMS) related PQs in personnel licensing and training (PEL), aircraft operations (OPS), airworthiness of aircraft (AIR), air navigation services (ANS), and aerodromes and ground aids (AGA), as well as of State Safety Programme (SSP) related PQs as a new audit area of SSP.

2.2. Review of the outcomes of the RASC/10 Meeting

- 2.2.1 The Tenth meeting of the RASG-AFI Steering Committee (RASC/10) was held virtually on 11 October 2024, attended by 20 participants from the membership of the RASC and other stakeholders.
- 2.2.2 The meeting was chaired by Mr. Blessing Kawai, Assistant Director Safety Programs - Africa & Middle East, IATA, and Third Vice-Chairperson of RASG-AFI. He was supported by Mr. Papa Atoumane Fall, on behalf of the First Vice-Chairperson of RASG-AFI, Director General, ANACIM Senegal
- 2.2.3 Mr. Prosper Zo'o Minto'o, ICAO Regional Director, WACAF Office acted as Secretary of the RASC/10 meeting, assisted by Mr. Arthemon Ndikumana, the ICAO Deputy Regional Director for ESAF Office, and Regional Officers from ICAO ESAF and WACAF Offices.

- 2.2.4 The RASC/10 Meeting discussed pertinent issues in accordance with the adopted agenda for consideration by the RASG-AFI/10 Meeting.
- 2.2.5 The meeting reviewed the status of implementation of the Conclusions and Decisions of RASG-AFI/9 Meeting and appreciated the achievements thus far. Having noted the low level of implementation of SSP foundation PQs by States, the meeting urged States to commit the required resources to expedite the implementation process.
- 2.2.6 The meeting reviewed the status of implementation of the 2024 Work Programme of RASG-AFI and its Contributory Bodies. The meeting requested to incorporate remaining activities in the 2025 work programme and expedite their implementation. These activities are related to the establishment of a network of investigators in the AFI region in line with the RSOO study, the conduct an awareness workshop on Systems/Component Failure/Malfunction, Non-powerplant (SCF-NP), and the LOC-I 5-year Plan which should be reviewed and re-strategized for its effective implementation.
- 2.2.7 The meeting reviewed the reports on the activities of RASG-AFI and its Contributory Bodies; and noted the progress registered in the implementation. The meeting commended the work done by States, ICAO Regional Offices and Organizations including in the implementation of the SEIs identified by the region.
- 2.2.8 The draft agenda and explanatory notes for the Tenth Meeting of the Regional Aviation Safety Group was presented to the RASC/10 and endorsed by the meeting. The meeting discussed the assignment of responsibilities and timelines for the development for the finalization of the material.
- 2.2.9 As per its normal practice, the meeting reviewed its Terms of Reference (ToRs) and recognized that holding quarterly RASC teleconferences has become a challenge due to the volume of work. As a result of the discussion, the meeting agreed to hold two meetings per year, (one teleconference and one face-to-face), bearing in mind the ongoing merging process between APIRG and RASG-AFI.
- 2.2.10 The meeting was updated on the Tenth Edition of the RASG-AFI Annual Safety Report, particularly on the recommendations made therein by the Annual Safety Report Team (ASRT). The report highlighted, amongst others, the low performance in AIG audit area and the limited number of States above the 75% of EI threshold.

AGENDA ITEM 3: STATUS OF IMPLEMENTATION OF THE WORK PROGRAMME OF RASG-AFI AND ITS CONTRIBUTORY BODIES.

- 3.1. The meeting was presented the activities of the RASG-AFI and its Contributory bodies which cover those of the RASG-AFI Steering Committee (RASC), the Safety Support Teams (SSTs), the Annual Safety Report Team (ASRT), as well as the RASG-AFI. The key focus areas include, but not limited to the implementation of the Safety Enhancement Initiatives (SEIs) identified in the AFI-RASP 2023-2025 Edition; and the assistance provided to States by the Regional Offices and other stakeholders to develop

and implement their National Aviation Safety Plans (NASPs), in accordance with the current AFI-RASP and the GASP.

- 3.2. A summary of the status of implementation of the 2024 work programme of the RASG-AFI and its Contributory Bodies is presented as **Appendix 4B** to this report.

AGENDA ITEM 4: STATUS OF IMPLEMENTATION OF THE GASP SAFETY GOALS, TARGETS AND INDICATORS INCLUDING THE PRIORITIES SET FOR THE RASG-AFI.

4.1 Reports on the activities of RASG-AFI and its Contributory Bodies AFI Plan projects

- 4.1.1 The meeting noted the progress made through the different projects of the AFI Plan and key activities presented as follows.

Aerodrome certification project

- 4.1.2 By the end of September 2024, the aerodrome certification rate had improved from 38% to 43%. This was attributed to actions taken by States to certify more international aerodromes.
- 4.1.3 An Aerodrome Certification Workshop for ESAF States was conducted in Angola from 13 to 27 May 2024, while an Aerodrome Certification Assistance Mission was conducted in Kasane, Botswana from 16 to 27 September 2024. The Kasane aerodrome assistance mission was conducted by peer support experts from Ethiopia and Zambia together with aerodrome inspectors from Botswana under the AFI Plan Aerodrome Certification Assistance Project.
- 4.1.4 In the WACAF region, an aerodrome certification workshop was held from 5 to 9 August 2024, to launch the assistance activities for Bangui/Central Africa, N'djamena/Chad and Malabo/Equatorial Guinea airports. In addition, assistance activities are ongoing for Conakry/Guinea, Pointe Noire/Congo, Kinshasa/DRC airports. 12 resource experts are currently supporting the monitoring of certification activities in cooperation with focal points from the targeted airports/countries.

Fundamentals of Safety Oversight (FSO) project

- 4.1.5 The beneficiary States of the project are those with an Effective implementation (EI) score below 50. These are Angola, Burundi, Central African Republic, Chad, Comoros Djibouti, Eritrea, Eswatini, Guinea, Guinea-Bissau, Lesotho, Liberia, Malawi, Sao Tome and Principe, Seychelles, Sierra Leone, South Sudan and Somalia.
- 4.1.6 In Guinea, Liberia and São Tomé and Príncipe, remote and on-site support was provided. However, in the WACAF region, only one beneficiary of the FSO project has been scheduled for USOAP CMA assessment activities, namely Guinea, which received a full audit from October 9 to 21 with an interim EI score of 40.94%, pending the AIG assessment to be conducted in December 2024.

- 4.1.7 On-site assistance activities were also carried out in South Sudan, Eswatini and the Seychelles. Field activities are also planned for the remainder of the year in Somalia, Eritrea, Djibouti and Angola.
- 4.1.8 Notable achievements during the reporting period include significant increases in the EI of all the few ESAF countries audited under the USOAP, naming Angola (from 48.35% to 60.03%) and Djibouti (from 34.13% to 50.74%).
- 4.1.9 Angola and Sierra Leone have achieved the objectives of the FSO project and are no longer considered beneficiary States. Nevertheless, the ICAO Regional Offices will continue to provide assistance in other ways.
- 4.1.10 Few FSO Beneficiary States, namely Eritrea and Lesotho, have been scheduled by ICAO to undergo USOAP audits in 2025. Eritrea has already formally accepted its audit. However, Lesotho has requested a postponement of its audit to 2027 to allow the State to implement key initiatives. No WACAF FSO Beneficiary State is scheduled for 2025.

African Air Navigation Service Providers (ANSPs) Peer Review Programme

- 4.1.11 The ANSP Peer Review Project aims to build on the achievements made so far and strengthen the peer review mechanism among and between ANSPs (similar to the IATA Operational Safety Audit (IOSA) for airlines and the Airport Excellence Program (APEX) for airports) in order to improve the capabilities of ANSPs and enhance the safety and quality of air navigation services in the AFI region.
- 4.1.12 Within the established cooperation framework and in accordance with the ANSP Roadmap for 2017-2018, ASECNA and CANSO signed a Memorandum of Cooperation (MoC) for the improvement of air navigation services on the African continent. This positive development has significantly increased the membership of the ANSP Peer Review Program.
- 4.1.13 ICAO developed the Peer Review Questionnaire based on the USOAP Basic Building Blocks related protocol questions. CANSO & ANSPs reviewed and finalized the questionnaire including the Peer Review Manual. Refresher training of peer reviewers and re-launch of the peer review is scheduled for the 4th quarter of 2024 and early 2025.

Aeronautical Information Management (AIM) Result Based Implementation Support (RBIS) for AFI States

- 4.1.14 As part of the AIM RBIS Project Go Team activities, Guinea, Liberia, and Sierra Leone received assistance in the regulation and oversight of the Quality Management System (QMS) applied to Aeronautical Information Management (AIM) in September 2023. A second Go-team mission was conducted in November 2023 to assist these States in regulating the implementation of the Aeronautical Information Exchange Model (AIXM), Electronic Aeronautical Information Publication (eAIP), and Terrain and Obstacle Data (TOD).
- 4.1.15 Benin, Côte d'Ivoire, Democratic Republic of Congo, Islamic Republic of Mauritania, and Togo received from May to October 2024, assistance in the development of

regulations, as well as in the implementation and oversight of QMS, AIXM, eAIP and TOD.

RSOO Strategy and Roadmap

- 4.1.16 The 2017 Ezulwini Ministerial Declaration on Regional Safety Oversight Organizations in Africa consented to the development of a Strategic Plan and a Roadmap for their strengthening. The study, conducted to identify the actions necessary for ensuring the effectiveness, efficiency, and sustainability of the RSOOs, proposed a Strategic Plan and a Roadmap for implementation.
- 4.1.17 The proposed Strategy and Roadmap were presented to States and partners during a validation workshop in November 2021, the outcomes and recommendations of which were presented to the 25th Session of the AFI Plan Steering Committee. This latter considered that ICAO, in collaboration with the African Union Commission (AUC), AFCAC, EASA and other key partners, organizes a high-level forum as a follow-up to the Ezulwini Declaration of March 2017 to establish a continental common understanding and synergy for the implementation of the AFI RSOOs Strategic Plan.
- 4.1.18 The Second Forum on Regional Safety Oversight Organizations (RSOOs) for Global Aviation Safety, held in Nairobi, Kenya, from 10 to 13 October 2023, discussed the harmonization of the establishment and operationalization of AFI RSOOs and provided some insights and experiences on how to ensure the sustainability of the RSOOs/RAIOs.
- 4.1.19 The Forum agreed that the recommendations and tasks/activities that have been suggested during the discussions were already identified in the roadmap and needed to be further emphasized when revising the Strategic Plan and recommended that:
- a) Regarding funding mechanisms and optimization of the number and size of RSOOs and RAIOs, AFI Plan in collaboration with stakeholders and partners, reviews and updates the AFI RSOOs/RAIOs Strategic Plan and Roadmap;
 - b) AFI Plan, in collaboration with stakeholders and partners, conducts an in-depth feasibility analysis, considering the benefits and disadvantages of the different options of the AFI RSOO/RAIO Strategic Plan with the objective of facilitating its final adoption by decision-makers; and
 - c) ICAO, in collaboration with AFCAC and AUC, presents the revised, and validated Strategic Plan and Roadmap, together with the in-depth feasibility analysis for the consideration and approval by the relevant African Ministers, as a follow-up to the Ezulwini Ministerial Declaration of March 2017.
- 4.1.20 To this end, ICAO with the support of the European Union Aviation Safety Agency (EASA) under the EU-Africa Safety in Aviation (EU-ASA) project framework, have selected France Aviation Civile Services (FRACS) to conduct the feasibility follow-up study.
- 4.1.21 The status of the AFI RSOO Strategy and Roadmap follow-up feasibility study on funding and optimizing the number and size of RSOOs is described in a subsequent section of this.

Capacity building

- 4.1.22 In line with the key objectives outlined in the 2024 activity plan of the Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan), and in collaboration with the Global Aviation Training (GAT) Office and regional training centers, two key training programs were organized and aimed at strengthening the safety oversight capabilities of African States.
- 4.1.23 The first training program, Government Safety Inspectors – Air Operator Certification (GSI - OPS), was conducted from July 1 to 18, 2024, at the East African School of Aviation (EASA) in Nairobi, Kenya. This training, attended by 15 participants from 13 African States, aimed to build capacity in safety oversight in air operator certification.
- 4.1.24 The second program, focused on Government Safety Inspector (GSI) and Approved Maintenance Organization (AMO) certification, took place from September 2 to 20, 2024, at the Ecole Régionale de la Navigation Aérienne et du Management (ERNAM) in Dakar, Senegal. 12 participants from 9 African States completed this course, gaining critical expertise to support the region's aviation safety oversight.
- 4.1.25 These initiatives are part of the AFI Plan's ongoing efforts to develop qualified personnel and enhance the effective implementation of safety oversight across the continent.
- 4.1.26 The ICAO ESAF Regional Office, with the support of Airbus, organized a workshop on air operator certificate (AOC) and operations specifications (OPSPECs) from 20 to 24 November 2023 in Nairobi, Kenya. The workshop, which aimed at enhancing competencies in the processes relating to the granting of specific approvals, attracted 98 participants from regulators and industry.

Aviation Infrastructure Gap Analysis

- 4.1.27 In accordance with the ICAO Assembly Resolution A41-27 and related decision of the AFI Plan SC meeting, a coordinated strategy to conduct aviation infrastructure gap analysis and forecasted demand were initiated by the African Union Commission, the African Civil Aviation Commission and the International Civil Aviation Organization, with Regional Economic Communities, and other relevant organizations. Accordingly, a coordinated strategy and plan were drawn up to gather information, analyse and provide informed technical recommendations.
- 4.1.28 In line with the plan, ICAO played a key leading role in designing the questionnaire and developing a tool to gather information and conduct the gap analysis report, which was presented to the 2nd Working Group meeting held from 25 to 28 June 2024 at Addis Ababa, Ethiopia. The analysis was discussed and validated during this workshop.
- 4.1.29 The final report of the aviation infrastructure Gap analysis was adopted by the technical working group (TWG) in a virtual Meeting held on 21 August 2024. The report will be presented to member States of the African Union for consideration. This project is recognized as one of the key collaborative initiatives between ICAO, the African Union Commission (AUC), the African Civil Aviation Commission (AFCAC), the aviation Industry and member States.

ROST assistance activities

- 4.1.30 As of October 2024, the WACAF Regional Office conducted remote and on-site implementation support activities in Benin, Chad, Cote d'Ivoire, Guinea, Liberia and Senegal. Benin and Guinea received a USOAP CMA Audit in July and October 2024, which led to interim EI scores of 62,17% and 40,94% respectively, whilst Senegal and Cote d'Ivoire received an ICVM in April and October 2024, with an EI score of 84,89% for Senegal and an interim score of 93,89% for Cote d'Ivoire. The Democratic Republic of Congo and Liberia were assisted in the development and implementation of their corrective action plans to address the findings of the audits that were both conducted in 2022, as well as the resolution of the respective SSCs in ANS. Additional on-site activities for the remaining year have been planned for Cameroon and Congo.
- 4.1.31 As of October 2024, the ESAF Regional Office has conducted remote and on-site assistance activities to States under its accreditation. Remote assistance activities have mainly been conducted through regular and routine monitoring using ICAO portals, including the ICAO USOAP OLF, and by correspondence with State focal points, including State NCMCs. Onsite assistance activities have been conducted for Eswatini, Mauritius, Mozambique, Seychelles, South Sudan and Zambia.
- 4.1.32 Additional on-site activities for the remaining year have been planned for Angola, Djibouti, Eritrea, Somalia, Madagascar and Rwanda. Achievements during the period under review include the significant increase in EI for all the ESAF States that were audited under ICAO USOAP, naming Botswana (increase from 80.1% to 85,65%), Namibia (from 57.39% to 72.62%) and Zambia (from 60.04% to a provisory 72.94%).

Safety Enhancement Initiatives (SEIs) to mitigate contributing factors to accidents and incidents related to Loss of control inflight (LOC-I)

- 4.1.33 The 2023 RASG-AFI Workshop on LOC-I and UPRT was held on 27 and 28 November 2023 at the Kenya Airways Training Centre, The Pride Centre, Nairobi, Kenya. The objective was to continue raising awareness on LOC-I and UPRT and mitigation measures in the AFI Region, to assist in the implementation of the RASG-AFI 5-year LOC-I Plan, to help enhance the safety enhancement initiatives (SEIs) for NASPs and AFI RASP as per the ICAO GASP and keep abreast of latest development in UPRT.
- 4.1.34 The agenda addressed 11 topics that included presentations and demonstration sessions on flight simulators. The main facilitators were Boeing, Airbus, Ultimate High Academy, FAA, International Development Technology, Kenya Airways and ICAO. The workshop attracted 80 participants from 12 States and from Civil Aviation Authorities, air operators, training organizations, and aircraft manufacturers.
- 4.1.35 As a way forward, given the recent adoption of the AFI RASP, timelines for the LOC-I Plan and related SEIs are being updated and measures for monitoring progress made are being put in place, in coordination with Kenya, as the RASG-AFI LOC-I Champion. The 2024 Workshop on LOC-I and UPRT will be hosted by Ethiopia from 11 to 12 December 2024.

Safety Enhancement Initiatives (SEIs) to mitigate contributing factors to Controlled Flight into Terrain (CFIT) accidents and incidents.

- 4.1.36 The CFIT Workshop is one of the RASG-AFI annual events to promote awareness of risks associated with CFIT; and to review the status of implementation of the SEIs identified by the region to mitigate such risks. The RASG-AFI recognized and commended the Cameroon CAA for hosting the CFIT workshop this year at the Cameroon CAA Training School in Yaoundé, from 7 to 9 October 2024. The event attracted participants from Civil Aviation Authorities, Airlines, Air Navigation Services Providers, Aircraft Accident Investigation Agencies, Approved Training Organizations, Regional and International Organizations.
- 4.1.37 The workshop was supported by the ICAO ESAF and WACAF Regional Offices, IATA and AFPP; and covered the ICAO regulatory provisions on CFIT; CFIT Detailed Implementation Plan and Accident Analyses; and review of the status of implementation of the identified Safety Enhancement Initiatives (SEIs) to mitigate risks related to CFIT. Cameroon CAA shared its experience with the workshop participants on mitigation of CFIT risks during air operator certification processes.
- 4.1.38 CFIT-related Protocol Questions (PQs) from the ICAO USOAP CMA Online Framework have been used as a tool to assess the level of implementation of the 8 Safety Enhancement Initiatives (GPWS; SOPs, CDFAs, FDAs, CRM/TEM, ALAR, MSAW, PBN-AR) identified to mitigate risks associated with CFIT occurrences in the RASG-AFI Region. From the analyses, 15 out of the 46 audited RASG-AFI States have fully implemented all the identified CFIT-related SEIs (PQs), representing 32.6%, showing an improvement from 9 States (19.57%) by end of 2022.
- 4.1.39 The workshop requested the RASG-AFI Operational Safety Issues Safety Support Team (OSI-SST) to continue to monitor the level of implementation of the SEIs identified by the region and provide reports to the RASG-AFI through the RASC on regular basis. States that have attained satisfactory related PQs were requested to provide support to other States by sharing their documentation and experience with them and provide a report to the SST on progress registered.

Assistance to States in resolving or mitigating Significant Safety Concerns (SSCs) in ANS

- 4.1.40 The WACAF Regional Office provided remote and onsite assistances to the States of DRC and Liberia, while ESAF provided remote assistance to Zimbabwe with on-site support of experts from SASO and AFCAC.
- 4.1.41 In the case of both the Democratic Republic of Congo and Liberia, the assistance enabled the States to develop a plan of action in view of the resolution of their SSCs.
- 4.1.42 The WACAF Regional Office, in coordination with AFPP, conducted from 19 to 23 August 2024 in Abidjan, Cote d'Ivoire, a workshop on the prevention and resolution of Air Navigation Services related SSCs. The workshop was attended by fifty-four (54) participants from States and Organizations.
- 4.1.43 The aim of the workshop was to raise awareness of the States focal points on the main areas and root causes of SSCs, ICAO provisions related to obstacle management,

instrument flight procedures implementation, NAVAID operations and maintenance as well as aeronautical information management and cartography. Participants were also kept abreast of best practices related to the prevention and resolution of SSCs through case studies. Some of the main outcomes of the workshop included the need for a high-level sensitization on SSCs and the establishment of a more collaborative approach to the prevention of SSCs.

AFI Plan SSP Project Implementation

- 4.1.44 The ICAO ESAF and WACAF Regional Offices conducted virtually the SSP Project Launching Meeting and Workshop from 16 to 17 January 2024 to introduce the revised AFI-Plan SSP project and generic documentation developed by the Group of Experts. These activities aimed to present the planned initiatives and encourage States to make progress in establishing effective State Safety Programs. Ninety-six (96) participants from 21 States, RSOOs, RAIO and partners participated in the workshop
- 4.1.45 The ICAO ESAF and WACAF Regional Offices under the AFI Plan SSP project and their regular programs, have conducted several technical on-site assistance missions and capacity-building activities to support States.
- 4.1.46 Technical assistance on SSP was provided to Botswana, Burundi, Ethiopia, Gabon, Ghana Madagascar, Malawi, Mauritania, Seychelles and Togo. Three more States (Angola, Cabo Verde, Cote d'Ivoire) are planned to receive assistance before the end of the current year.
- 4.1.47 ESAF and WACAF States have also benefited from ICAO workshops relating to the development and implementation of National Aviation Safety Plans (NASPs) conducted in Nairobi, Kenya, from May 28 to 31, 2024 (47 participants from ESAF States, industry and ICAO ESAF Regional office) and in Banjul, Gambia (50 participants from CAAs, industry and other stakeholders), from September 16 to 20, 2024. Also, Safety Programme (SSP) trainings have also been organized and conducted by ICAO in Nairobi, Kenya, from November 27 to December 4, 2023 (23 Participants from States and RSOO attended the training).
- 4.1.48 In coordination with EASA and the Civil Aviation Authority of Singapore, safety management implementation training was conducted in Dakar, Senegal, from 10–14 June 2024 (24 participants attended the training), and the state safety program and NASP workshop were conducted virtually from 20–24 May 2024 (more than 100 participants attended the workshop).
- 4.1.49 Additionally, EASA in collaboration with the ICAO WACAF Regional Office and RSOOs (AAMAC, ASSA-AC), conducted a State Safety Planning Workshop from June 24 to June 28, 2024, in Libreville, Gabon, with the participation of 18 States.

RVSM

- 4.1.50 A virtual workshop was conducted by ARMA on 6 November 2023 for RVSM National Programme Managers, during which sensitization on Large Height Deviation (LHD) was provided. The issue of documentation language was raised during the workshop. Non-English-speaking Participants solicited that RVSM LHD Manual be translated in

French for their effective usage. The ICAO WACAF Regional Office subsequently provided support in translating the manual in French.

- 4.1.51 In line with Decision 26/26 of APIRG/26, several activities have been carried out to better support reporting, these include activities carried out by ARMA for the AFI Region. ARMA has developed a RVSM Guidance Material for the Africa Indian Ocean region that is based on European Doc. 034 which would be beneficial for regional adoption; the document that has been in development since July 2022 is a domesticated version of ICAO Doc 9937.
- 4.1.52 The guidance material aims to align the Africa-Indian Ocean RVSM requirements due to the low levels of understanding of the different roles each stakeholder plays when it comes to regional compliance on RVSM. States were called upon to review and provide their contributions to improve the document.
- 4.1.53 As far as Height Monitoring in RVSM Airspace is concerned, ARMA is working on a project to use ADS-B data to perform height monitoring in the AFI RVSM airspace by calculating the Altimetry System Error. The use of this method requires the aircraft to be ADS-B equipped and for the aircraft to fly in a region where ADS-B monitoring is performed.
- 4.1.54 The meeting is reminded of APIRG/22 Conclusion 22/40 which urged States and aircraft operators to ensure that all aircraft operating within the AFI RVSM airspace are equipped with ADS-B Transponder Extended Squitter 1090 by June 2023 and States and aircraft operators ensure that all aircraft operating within the AFI Region airspace are equipped with ADS-B Transponder Extended Squitter 1090 by January 2025.
- 4.1.55 The airspace users have expressed concern regarding their ability to be ready with aircraft equipment by the mandated date. The Airspace users requested an extension of the effective date to enable the complete upgrading of their equipment. The States have also requested more time, noting that they needed to put in place a regulatory framework for ADS-B mandate. Discussions on the same topic were carried out during the first joint session of APIRG/27 and RASG-AFI/10 and a conclusion was drawn accordingly to consider the concern from airspace users and adjust the implementation conditions.

Interim Report of the RSOO-RAIO follow-up study

- 4.1.56 The meeting provided an update on the status of the AFI-RSOO Strategy and Roadmap, specifically the follow-up Feasibility Study on the Funding and Optimization of the Number and Size of RSOOs. This study, initiated with the support of EASA, stems from the Ezulwini Ministerial Declaration on Regional Safety Oversight Organizations in Africa during the first Global RSOO Forum in 2017 and the outcomes of the second RSOO Forum, which emphasized the need for sustainable funding mechanisms and the optimization of RSOOs and RAIOS.
- 4.1.57 ICAO, in collaboration with the European Union Aviation Safety Agency (EASA) under the EU-Africa Safety in Aviation (EU-ASA) project, engaged France Aviation Civile Services (FRACS) to conduct this follow-up feasibility study.

- 4.1.58 The consultant has been actively engaging with RSOOs and various stakeholders across the region to gather necessary data and information. The study’s analysis is in its advanced stages and is expected to be completed by the end of 2024/early next year.
- 4.1.59 The meeting was also informed that a validation workshop is planned to discuss the study report as well as the proposed strategic roadmap to make the RSOOs in the AFI region more reliable and efficient, and some strategies to strengthen the accident and serious incident investigation capacity in the AFI region. States and Organizations were encouraged to participate in this workshop and provide inputs.

Establishment of a pool of aircraft accident investigators

- 4.1.60 Recalling RASG-AFI/9 Conclusion 9/09 on Accident Investigation Reports, which urged States to comply with accident and incident investigation reporting requirements, the meeting recognized and expressed concern about the lowest level of effective implementation in the area of Aircraft Accident Investigation (AIG), mainly due to the shortage of aircraft accident investigators, including limited resources, lack of training opportunities and insufficient cooperation among African States, which hampers the overall effectiveness and performance of aircraft accident investigations on the continent.
- 4.1.61 The meeting was briefed on the AIG Workshop organized by the ICAO ESAF and WACAF Regional Offices, in coordination with EASA, in Dakar, Senegal, from 6 to 8 May 2002. This workshop, conducted under the framework of the EU-funded EU-Africa Safety in Aviation (EU-ASA) project, was attended by more than 100 accident investigators and experts from African Accident Investigation Authorities, Civil Aviation Authorities, ANSPs, RAIOS and RSOOs.
- 4.1.62 The workshop discussed:
- the establishment of a pool of African Accident/Incident Investigators.
 - the link between the State Safety Programme (SSP) and aircraft accident investigation; and
 - the use of ECCAIRS 2 in relation to Annex 13 and Annex 19 of the Chicago Convention.
- 4.1.63 The Meeting recognized challenges expressed by African States regarding the implementation of accident and incident investigation systems, and agreed on the following:

<i>RASG-AFI/10 Decision 10/01: Development and enhancement of the aircraft accidents investigation expertise in the Africa and Indian Ocean Region.</i>	
Why:	That, to ensure effective and efficient cooperation among African States in the interest of developing and enhancing aircraft accidents investigation expertise in the region,
What:	ICAO through the AFI Plan with stakeholders and partners to coordinate the establishment of a network of investigators in the Africa-Indian Ocean region; and designate a lead organization to guide the establishment of the investigators network.

Who:	Secretariat				
When:	31 October 2025				
Implementation following-up					
Follow-up required	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Metrics	Metric: AFI investigators network established	Means to collect data on the implementation of the conclusion /decision	Secretariat Report to AASPG1

Incident Accident Investigation Role – RSOO

- 4.1.64 The European Union Aviation Safety Agency (EASA) briefed the meeting on its role in the field of aircraft accident and incident investigation as regulator and advisor on aviation safety investigations.
- 4.1.65 The meeting was also informed about the European Network of Civil Aviation Safety Investigation Authorities (ENCASIA), which was established to improve EU aviation safety through active cooperation.
- 4.1.66 The meeting requested to identify challenges in implementing aircraft accident and incident investigation activities; to consider the EASA approach and to request advice or assistance from EASA as necessary.

Initiatives undertaken by SASO

- 4.1.67 The SADC Aviation Safety Organization (SASO) informed the meeting that SASO became fully operational in mid-2021 with the recruitment of the Executive Director and regional staff. It had remained an interim organization for several years while administrative formalities were being finalized.
- 4.1.68 The meeting was also informed that SASO established the National Safety Inspector (NSI) programme which is a cooperative inspectorate scheme for the SADC region. Eligible inspectors are nominated by Member States, are trained and qualified by SASO and then assigned to Member States on missions to assist with certifications, surveillance, OJT, ...
- 4.1.69 SASO has 35 NSIs in AIR, AGA, ANS, OPS and PEL; and has managed to conduct 21 missions for 10 beneficiary States in the areas of audit preparations, certifications projects, surveillance, provision of OJT, SSP implementation, regulations and Technical Guidance Material (TGM) development.
- 4.1.70 Since 2022, training has been provided to over 344 inspectors from the Member States, in particular, 65 inspectors have been sponsored in the past year-to-date to undertake the ICAO USOAP-CMA Phases 1 & 2 courses.
- 4.1.71 The future work programme of SASO will put focus on SSP implementation, EI improvement and the resolution of the 3 SSCs in 2 States of the SADC region.

Sharing of experience on USOAP-CMA by Senegal

4.1.72 Senegal shared with the Meeting, the lessons learned, and the strategy developed in connection with the audits of its civil aviation system under the continuous monitoring approach of the ICAO’s universal safety oversight, audit programme, as well as the priorities and prospects for the coming years.

4.1.73 The Meeting commended Senegal for the achievements and encouraged States to develop technical assistance strategies and enforcement mechanisms to resolve safety issues. ICAO was invited to provide States with more guidance material.

4.2 Regional Aviation Safety Plan for RASG-AFI (AFI-RASP) and associated safety enhancement initiatives

Development of the AFI-RASP

4.2.1 The meeting was updated on the status of implementation of Regional Aviation Safety Plan for RASG-AFI (AFI-RASP) and associated safety enhancement initiatives (SEIs). The First Edition of the AFI-RASP was endorsed by the Ninth meeting of the AFI Regional Aviation Safety Group (RASG-AFI/9) held in Cotonou, Benin, from 6 to 10 November 2023 to guide the implementation activities in the AFI region.

4.2.2 The meeting was informed that the AFI-RASP will be periodically reviewed to not only align it with prevailing edition of the GASP, but to incorporate into it the goals and high-risk categories of occurrences that are peculiar or unique to the AFI region to ensure its sustained effectiveness and efficiency in the changing regulatory, economic and technical environments.

4.3 Other Safety initiatives

Exchange and sharing of operational information on flight safety

4.3.1 Cameroon presented a working paper on the establishment of a system for the exchange and sharing of operational safety information in the AFI region by:

- extension of collection and processing strategies to operational data; and
- definition of modalities for the exchange and voluntary sharing of specific operational safety information between States in the AFI region.

4.3.2 The paper was based on the call by ICAO on States to develop strategies for the development of safety intelligence in support of safety management and decision-making. The meeting after discussions formulated the following conclusion:

RASG-AFI/10 Conclusion 10/02: Safety Intelligence strategy in support of safety management and decision-making.

Why:

That, to cope with the increasing complexity of civil aviation activities,

What:	<p>a) States to adopt a coordinated approach with stakeholders when establishing Safety Data Collection and Processing Systems (SDCPS), as well as the coordinated sharing of such information for predictive safety management; and promote the use of standardized aviation taxonomies;</p> <p>b) States to commit to extending their safety intelligence strategy to operational intelligence of service providers that can be collected and analyzed in real time; and</p> <p>c) ICAO, AFCAC, RSOOS, RAIOS, to continue to support States through workshops, training, guidelines and/or appropriate tools for the effective implementation of Safety intelligence.</p>				
Who:	<p>a) & b) States</p> <p>c) ICAO, AFCAC, RSOOS, RAIOS</p>				
When:	<p>a) b) & c) 31 October 2025</p>				
Implementation following-up					
Follow-up required	<p>Yes <input checked="" type="checkbox"/></p> <p>No <input type="checkbox"/></p>	Metrics	<p>Metric 1: States having safety intelligence approach in safety management</p> <p>Metric 2: Workshops and training conducted</p> <p>Metric 3: Guidelines developed</p>	Means to collect data on the implementation of the conclusion /decision	Secretariat Report to AASPG1

Sharing of Safety Information

- 4.3.3 EAC-CASSOA reminded the meeting on the importance of sharing information on different regional safety initiatives, programs, and activities and proposed the establishment of a mechanism for sharing, consolidating, and tracking such information within the region.
- 4.3.4 The meeting was informed that information sharing mechanism will promote collaboration and cooperation; and enhance optimization of resources and transparency among States and relevant stakeholders. It acts also as a repository for specific activities where States can access information on available programs and activities as well as best practices and technical expertise where needed. The meeting therefore formulated the following decision:

RASG-AFI/10 Decision 10/03: Sharing of Safety Information.

Why:	<i>That, to expedite the sharing of safety information with the AFI Region,</i>				
What:	<i>a) The Secretariat to coordinate the prioritization of all relevant activities in the newly established AASPG Safety Oversight and Management sub-group (SMO) work programme; and</i> <i>b) States to provide expertise to support the development and implementation of the related project.</i>				
Who:	<i>a) Secretariat</i> <i>b) States</i>				
When:	<i>a) 31 December 2024</i> <i>b) 31 May 2025</i>				
Implementation following-up					
Follow-up required	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Metrics	Metric 1: Plan of action for SMO developed Metric 2: States experts nominated in relevant project teams	Means to collect data on the implementation of the conclusion /decision	Secretariat Report to AASPG1

CASIP Initiative in Africa

4.3.5 IATA highlighted the progress made in the implementation of the Collaborative Aviation Safety Improvement Programme in Africa (CASIP), a partnership of 13 organizations. The Group has established three workstreams, naming the Operational Safety Workstream, the Training Capacity Building & Monitoring Workstream and the Safety Issue Review Meeting (SIRM).

4.3.6 The Meeting called upon States to support the efforts of the CASIP Group to address the challenges in the focus areas i.e. Runway Safety; Aeronautical Information Quality; Communication Shortfalls; Safety Leadership & Safety Culture Development; Loss of Separation-TCAS; Ground Damage to aircraft; Wildlife Hazard Management; Rescue and Firefighting Service; Operations in SSCs' Environment. The Meeting's attention was drawn to the fact that mitigation measures hardly require resources but rather a commitment to change.

Implementation of TCAS 7.1

4.3.7 IATA presented a working paper on the ICAO requirement for air operators to install or modify the TCAS equipment on their fleet to version 7.1, which became effective in 2017. However, there was insufficient data on status of implementation amongst the forty-eight (48) States of the RASG-AFI. States were meant to have either amended regulations to this effect or promulgate them if they did not exist in the first place. With the general increase in TCAS Resolution Advisories (TA/RA) in the region, as reported by air operators, there is a need for States to implement this requirement, as one of the mitigation measures. The Meeting formulated the following Conclusion:

RASG-AFI/10 Conclusion 10/04: Implementation of ACAS II (Version 7.1)					
Why:	<i>That, to address the increasing number of ACAS events in the AFI Region and mitigate its associated risks,</i>				
What:	<i>States to ensure the effective implementation of ACAS II (Version 7.1) requirements and provide feedback on the status to their accredited ICAO Regional Office.</i>				
Who:	<i>States</i>				
When:	<i>31 October 2025</i>				
Implementation following-up					
Follow-up required	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Metrics	Metric 1: States with Provisions on ACAS II (TCAS 7.1) implemented	Means to collect data on the implementation of the conclusion /decision	Secretariat Report to AASPG1

African Aviation Safety and Operations Summit Report

- 4.3.8 The meeting was presented with a paper on the AFRAA and Flight Safety Foundation (FSF) jointly organized inaugural African Aviation Safety and Operations Summit, held on May 15, 2024, in Addis-Ababa, Ethiopia. The one-day summit, themed "Championing Africa Aviation Safety Together" aimed to promote and improve safety standards within the African aviation sector. It brought together aviation stakeholders to discuss, strategize, and collaborate on shaping a safer future for African aviation.
- 4.3.9 The summit addressed various aviation safety and operations facets, offering stakeholders a forum to discuss and exchange best practices, including technology and automation and the implementation of safety standards. The meeting put focus on safety culture including reporting, high risk categories of accidents, organizational leadership, training, collaboration and cooperation. In respect to this annual meeting, the following decision was taken:

RASG-AFI/10 Decision 10/05: Integration of the Safety and Operations Summit report in the annual AFI Regional Aviation Safety Report.	
Why:	<i>That, to consolidate the benefits of the outcomes of the Inaugural Safety and Operations Summit jointly organized by AFRAA and Flight Safety Foundation,</i>
What:	<i>The Recommendations of the African Aviation Safety and Operations Summit are integrated in the annual AFI Regional Aviation Safety Report.</i>
Who:	<i>ASRT</i>

When:	8 November 2024				
Implementation following-up					
Follow-up required	Yes <input type="checkbox"/>	Metrics	Metric 1:	Means to collect data on the implementation of the conclusion /decision	
	No <input checked="" type="checkbox"/>				

Implementation challenges to meet aviation safety inspectors competence criteria

- 4.3.10 Gabon reported on challenges that AFI States will be encountering in the short term, to meet the qualification criteria for civil aviation safety inspectors, as defined in the revised USOAP CMA 2024 Protocol Questions (PQ 2024).
- 4.3.11 Taking the example of ANS Protocol Questions 2024, it was noted that the qualification criteria for ATS inspectors include a license and qualifications for air traffic control compatible with their professional responsibilities as well as operational and technical professional experience adapted to the services they are required to inspect.
- 4.3.12 It was noted that nowadays, the personnel demonstrating such skills, license and proven operational experience is found in most cases in the industry (airlines, ANSP, AMO etc.) that also is experiencing shortage of qualified personnel.
- 4.3.13 Given this scarce resource, most civil aviation authorities (CAA) mainly draw their inspectorate personnel from specialized schools and provide them with an adequate training program to qualify them as of civil aviation safety inspectors, without excluding the option of recruiting in the industry when such an opportunity arises.
- 4.3.14 The meeting noted the concern raised by Gabon and agreed that States should take the transitional actions aiming at ensuring that their Civil Aviation Safety Inspectors meet the provision of Annex 19 - 3.2.3 & 3.2.4 and Doc 9734 Parts A, 3.3.2 & 3.4.1.
- 4.3.15 It was agreed to consider the possibility of establishing an ad hoc group coordinated by RSOOs with the support of the ICAO Regional Offices to study and propose programmes and plans for the States' compliance to the new conditions of competence of inspectors, adapted to the context and which will consider short, medium and long term actions.
- 4.3.16 States were encouraged to make appropriate transitional arrangements to comply with the new provisions, while considering the professional experience of inspectors already qualified and working in this capacity within the CAA.

Safety Promotion- EASA

- 4.3.17 The meeting was presented with EASA's approach to promoting safety from an authority perspective in support of the fourth component of safety management as required by ICAO Annex 19, in order to address the challenges faced by States in tailoring their safety promotion to have a real positive impact on safety.

- 4.3.18 EASA highlighted the need for prior identification of the relevant safety topics based on the organization's priorities and policies with a focus on the specific types of information to be promoted. The EASA Safety Promotion Process consists in a 4-step process based on the theory of modern marketing and corporate storytelling applied to the aviation safety environment.
- 4.3.19 The meeting encouraged States to learn from this approach and to request advice or assistance from EASA as necessary.

Examination System on Air Traffic Controller Certification

- 4.3.20 The Civil Aviation Safety and Security Oversight Agency (CASSOA) informed the meeting on the developments made in modernizing and harmonizing air traffic controllers licensing amongst the EAC States.
- 4.3.21 The meeting was informed that over a decade ago, CASSOA introduced a standardized online examination system, initially for flight crew and mechanical engineers, which has since expanded to include Air Traffic Controllers (ATCs). To ensure consistency, CASSOA developed a standardized syllabus for use across all Approved Training Organizations (ATOs) in the region. Aligned with its commitment to Competency-Based Training and Assessment (CBTA), CASSOA collaborates with the ICAO ESAP Regional Office to promote CBTA through education and capacity-building, equipping ATOs and inspectors in Partner States with the necessary tools to implement these standards.
- 4.3.22 The meeting commended the work done by CASSOA and encouraged other regions to consider the benefits of a harmonized, digital examination system and standardized syllabus for ATC licensing, as a means to ensure efficiency and improve safety, facilitate mutual recognition of licenses, and strengthen regional aviation integration.

AAMAC – CASSOA Cooperation

- 4.3.23 The African and Malagasy Civil Aviation Authorities (AAMAC) and the Civil Aviation Safety and Security Oversight Agency (CASSOA) presented a joint Information Paper (IP) on the establishment and implementation of a cooperation mechanism between AAMAC and CASSOA. The cooperation mechanism was accomplished through a Memorandum of Understanding (MoU) signed on 16 May 2024.
- 4.3.24 Specifically, the scope of the MOU aims to address the critical need for qualified inspectors for Air Navigation Services (ANS), including but not limited to sharing of inspectors for safety oversight activities; capacity building in airspace design and management, flight procedure design, meteorology, search and rescue, aeronautical information services, communication, navigation and surveillance, aeronautical mapping, air traffic management, safety management; harmonization of regulations for CNS/ATM system interoperability; certification and emerging airspace technologies; exchange of experiences in RSOO/RAIO Assessment Program (RRAP) assessments; aviation medicine to support personnel licensing; and any other area mutually determined by the Parties.

Development and implementation of the Cabo Verde NASP

- 4.3.25 Cabo Verde informed a meeting on their experience in the development and implementation of the National Aviation Safety Plan (NASP), including information concerning the current status of implementation and related challenges and opportunities.
- 4.3.26 In August 2022, Cabo Verde was invited by ICAO to participate in the deployment of an Implementation Package (iPack) entitled “Developing a National Aviation Safety Plan”. This iPack included documents, training of the members of the implementation team, tools and remote support by a Subject Matter Expert (SME), aimed to conclude the project in four months (September to December 2022). The development of the NASP was conducted by a team including the Civil Aviation Authority, the Accident Investigation Board, industry representatives, the ANS service provider, Aerodromes, and Air operators. Under the coordination of the SME, the project was concluded within the given timeframe. Following the publication of the NASP, a team of experts was appointed to work on the implementation plan.
- 4.3.27 Considering the publication of the AFI-Regional Aviation Safety Plan (AFI-RASP) in January 2024 and the recommendation of ICAO for NASPs to be aligned with the RASPs, Cabo Verde revised its NASP accordingly. The 2024 implementation plan established 52 activities related to 17 SEIs, including those transferred from 2023. Considering the experience from 2023, the implementation team changed the governance framework by establishing 3 sub-groups naming Air Navigation, Flight Operations, Aerodromes, which in addition to the other 2 sub-groups (State Safety Program and the USOAP continuous monitoring team), meet on a quarterly basis to consistently follow-up on the results of these sub-groups.
- 4.3.28 The meeting appreciated the Cabo Verde initiatives and encouraged States to share their experiences.

AGENDA ITEM 5: ITEMS FOR COORDINATION WITH APIRG

- 5.1 Some States in the AFI region are still facing challenges in the timely implementation of ICAO Standards and Recommended Practices (SARPs) and resolution of SSCs. The meeting called for States to be more proactive in the discharge of their safety oversight functions. Specific areas with high-risk exposure should be addressed and States should promulgate Civil Aviation Regulations as a basis and conduct proper oversight activities.
- 5.2 In addition, APIRG should consider further mechanisms aiming to support ANSPs and aerodromes’ operators in implementing appropriate infrastructures and services to comply with the established regulations.
- 5.3 The rapid advancement of technologies supporting unmanned aviation systems (UAS) presents challenges to assure safe operations. With an ever-growing number of drones taking to the skies, their safe and secure integration into the airspace poses some challenges. To address risks and threats emanating from drones, there is a need to ensure regional effort in promoting a harmonized approach and develop and implement a set of action items involving all stakeholders.

- 5.4 The ARMA report indicates the existence of significant safety risks in the AFI region caused by the increasing number of reported LHDs. The region has consistently failed to reach the Target Level of Safety (TLS) caused by continuous non-compliance by some aircraft in the AFI RVSM Airspace, human factor issues where pilots don't adhere to assigned levels, ATC coordination failures between adjacent FIRs, lack of SLOP implementation in some FIRs, lack of height monitoring compliance, and lack of capacity, competency and coordination in the RVSM approval and related surveillance processes.

AGENDA ITEM 6: COMMON IMPLEMENTATION CHALLENGES IDENTIFIED AMONGST RASG-AFI MEMBERS AND WAY FORWARD

- 6.1 The Secretariat summarized the common implementation challenges identified amongst RASG-AFI members and way forward.

Universal Safety Oversight Audit Programme (USOAP)

- 6.2 The meeting was informed that the prevailing current USOAP score for States in RASG-AFI was 60.34%, which was below the world EI 69.46%. In addition, 75% of the States in RASG-AFI had not achieved the target of 75% EI by 2024 as prescribed by the Global Aviation Safety Plan (GASP), 2023-2025 Edition. Nevertheless, on a positive note, the EI trend for RASG-AFI had witnessed growth since 2010 to date, albeit not high enough to align with the rest of the regions of the World.
- 6.3 Only two audit areas, namely primary aviation legislation and specific operating regulations (LEG) and airworthiness of aircraft (AIR), are above the target of 75% EI. The remaining six audit areas are below. Only one critical element, namely CE-1 — Primary aviation legislation, is above the target of 75% EI. The remaining seven critical elements are below.

Significant Safety Concerns (SSCs)

- 6.4 SSCs indicate that a State is not providing sufficient safety oversight to ensure the effective implementation of applicable ICAO Standards. RASG-AFI has 3 States with a total of 5 SSCs. The subject SSCs pertain to the area of air navigation services (ANS) in relation to instrument flight procedures and flight inspections for navigational aids.

Accident Statistics

- 6.5 The meeting was briefed on accidents history within the AFI region, noting although RASG-AFI had no fatal accidents on scheduled commercial flights with aircraft over 5.7t in 2023, RASG-AFI accident rate of 3.83 accidents per million departures in 2023 was trending up.

Way forward

- 6.6 States should enhance the establishment and management of an effective and sustainable State safety oversight system through the implementation of the eight critical elements of such a system, with special emphasis on the least performing critical

elements (CE-6, CE-7 and CE-8), and the CE-4 related to the qualification of technical personnel, more especially on increased appropriation of financial resources for the establishment and implementation of comprehensive and detailed training programmes.

AGENDA ITEM 7: RECOMMENDATIONS ON ACTIONS OR ENHANCEMENTS THAT WOULD REQUIRE CONSIDERATION BY THE ANC AND COUNCIL

7.1 The meeting recalled that the RASG-AFI/9 meeting in Conclusion 9/12 recommended some actions to be considered by the ANC and Council. A new paper provided some insight on new developments thereto while formulating new recommendations aiming at improving States safety oversight and safety management systems. The meeting agreed on the following.

RASG-AFI/10 Decision 10/06. Enhancement of USOAP CMA support initiatives					
Why:	<i>That, to assist States and the industry in improving implementation activities,</i>				
What:	<i>ICAO to:</i> <i>a) Increase USOAP CMA activities, to enhance the continuous monitoring of States' safety performance;</i> <i>b) Provide continuous support to the AFI region and States in improving the Regional Aviation Safety Plan (RASP) and National Aviation Safety Plans (NASPs), respectively;</i> <i>c) Organize sensitization activities for new set of USOAP CMA PQs and for each newly issued ICAO guidance material to enable the States to make better use and enable the enhancement of States' processes and procedures;</i> <i>d) Increase support to States prior to the implementation of the 2024 integrated set of protocols questions including SSP;</i> <i>e) Consider, as for the requirements for ANS auditors, experience in the various sub-areas of ANS, namely ATM, SAR, PANS- OPS, AIM, CNS, MET; and</i> <i>b) Finalize the ICAO Doc. 10070 - Manual of the Competencies for the Civil Aviation Safety Inspectors</i>				
Who:	<i>a) to f) Secretariat and Council</i>				
When:	<i>a) to f) By AASPG 1</i>				
Implementation following-up					
Follow-up required	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Metrics	Metric 1: Support provided by ICAO on the enhancement of the USOAP CMA activities	Means to collect data on the implementation of the conclusion /decision	Secretariat report to AASPG 1

AGENDA ITEM 8: REVIEW OF THE FUTURE WORK PROGRAMME OF THE RASG-AFI AND ITS CONTRIBUTORY BODIES

- 8.1 In order for the RASG-AFI Steering Committee (RASC) to properly guide the work of the RASG-AFI and ensure that the activities of the RASC, Safety Support Teams (SSTs), RASG-AFI meetings, and safety initiatives are accomplished in a timely, effective and efficient manner, the RASG-AFI/10 Meeting reviewed and endorsed the 2025 Work Programme and activities of the RASG-AFI and its Contributory Bodies. The meeting recommended to include these activities in the work programme of the AASPG.

AGENDA ITEM 9: ANY OTHER BUSINESS

- 9.1 There was no business discussed under this Agenda item.

**PART V:
APIRG/27 & RASG-AFI/10
SECOND JOINT SESSION**

PART V: APIRG/27 & RASG-AFI/10 SECOND JOINT SESSION

AGENDA ITEM 4: REVIEW AND ADOPTION OF THE CONCLUSIONS AND DECISIONS OF THE APIRG/27 AND RASG-AFI/10 MEETINGS

4.1. To guide the transitional period and the operationalization of the merged group named the “Africa – Indian Ocean Aviation System Planning and Implementation Group (AASPG)”. the Meeting reviewed and endorsed the 2025 Work Programme and activities of the AASPG, and its Contributory Bodies as provided **in Appendix 5A**.

<i>APIRG/27 & RASG-AFI/10 Decision 6/11: Approval of the Future Work Programme of the AASPG and its Contributory Bodies.</i>					
Why:	<i>That, to support AASPG and its contributory bodies to effectively discharge their mandates,</i>				
What:	<i>The 2025 Work Programme and activities of the AASPG and its contributory bodies is approved.</i>				
Who:	<i>APIRG/27 & RASG-AFI/10</i>				
When:	<i>8 November 2024</i>				
Implementation following-up					
Follow-up required	Yes <input type="checkbox"/>	Metrics		Means to collect data	None
	No <input checked="" type="checkbox"/>				

4.2. The meeting reviewed and adopted the Conclusions and Decisions of the APIRG/27 and RASG-AFI/10 meetings as presented in the text of the report.

AGENDA ITEM 5: ANY OTHER BUSINESS (AOB), DATE AND VENUE OF THE NEXT APIRG AND RASG- AFI MEETINGS

5.1. The meeting noted that, following the endorsement of the merged structure of APIRG and RASG-AFI as well as the new procedural handbook, APIRG/27 and RASG-AFI/10 were the last sessions of the two groups under their respective denomination and structuring.

5.2. The meeting was informed that the first meeting of the Africa Indian-Ocean Aviation System Planning and Implementation Group (AASPG/1) will be held in the WACAF region in 2025. The Gabonese Republic offered to host the meeting. The Secretariat will make the necessary coordination with the State in due course.

5.3. During the closing session, statements were delivered by Ms. Lucy Mbugua, Regional Director, ICAO ESAF Office; Ms. Paule Assoumou Koki, Chairperson of APIRG and Mr. Fred Bamwesigye, Chairperson of the RASG-AFI.

5.4. In her closing remarks, Ms. Lucy Mbugua, Regional Director, ICAO ESAF Office, thanked the Republic of South Africa for hosting the APIRG/27 and RASG-AFI/10

meetings. She highlighted the meetings' achievements, including the release of the first regional reporting tools. She thanked the Gabonese Republic for the offer to host the first AASPG meeting.

- 5.5. The Chairpersons of APIRG and RASG-AFI, expressed their gratitude to the Republic of South Africa for hosting the meeting for the excellent arrangements made for its successful conduct.
- 5.6. The meeting was officially closed by Mr. Levers Mabaso, representing the Director General of Transports of the Republic of South Africa. He expressed his satisfaction for the successful outcomes of the meeting. He thanked ICAO and the APIRG and RASG-AFI fraternity for trusting South Africa with the hosting of these meetings. He wished all the participants safe journey back home and officially closed the meeting.

_____END_____