



ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

**TENTH MEETING OF THE DIRECTORS GENERAL OF CIVIL AVIATION OF THE
AFRICA-INDIAN OCEAN REGION
(AFI-DGCA/10)**

Libreville, Gabon, 9-10 July 2024

Agenda Item 5: Updates on APIRG and RASG-AFI Meetings, Regional Plans (AFI ANP, AFI RASP), Annual Reporting, ICAO/AUC/AFCAC Aviation Infrastructure Gap Analysis and Priorities

(Presented by the Secretariat)

SUMMARY

This paper provides an update on key activities carried out in the region since DGCA/9 meeting (Abuja, May 2022), including key outcomes of the last APIRG and RASG-AFI meetings, the Regional Plans (AFI ANP, AFI RASP), the Annual Reporting, the ICAO/AUC/AFCAC Aviation Infrastructure Gap Analysis and Priorities.

Action to be taken by the Meeting is provided at paragraph 3 of the Paper.

REFERENCE(S)

Strategic Objective(s) This working paper is related to all ICAO Strategic objectives

1. INTRODUCTION

- 1.1. The meeting may recall that the APIRG/25 & RASG-AFI/8 Meetings were held in Kigali, Rwanda, from 7 to 11 November 2022. Two hundred (200) participants from AFI States, the ICAO Council, the ICAO Headquarters and Regional Offices, Regional / International Organizations and Industry (AAMAC, AFRAA, AFCAC, AIRBUS, ARMA, ASECNA, BOEING, CANSO, URSAC, EAC, EAC-CASSOA, IATA, ...) attended the meetings. The two meetings adopted 40 Conclusions and 29 Decisions in total. The Meetings report is available at https://www.icao.int/ESAF/Documents/APIRG/APIRG%2025/Final%20Report/APIRG25_RASG8%20-%20REPORT-%20Eng.pdf
- 1.2. The meeting may also recall the APIRG/26 & RASG-AFI/9 Meetings held in Cotonou, Benin, from 6 to 10 November 2023. Two hundred twenty-eight (228) participants from AFI States, the ICAO Headquarters and Regional Offices, Regional / International Organizations and Industry (AAMAC, AFRAA, AFCAC, ARMA, ASECNA, BOEING, CANSO, URSAC, EAC,

EAC-CASSOA, IATA,) took part in the event. The two meetings adopted 23 Conclusions and 23 Decisions in total. The Meeting Report is available at https://www.icao.int/WACAF/Documents/APIRG/APIRG%2026/Report/APIRG26_RASG9%20-%20FINAL%20REPORT%20%28English%29.pdf

- 1.3. Considering the above, this working paper will focus on these meetings outcomes and other key items that require the DGCA meeting consideration.

2. DISCUSSION

Key outcomes of APIRG and RASG-AFI Meetings

Enhancements of APIRG and RASG-AFI Structure

- 2.1. The APIRG/25 & RASG-AFI/8 meetings Joint Session, through its Decision 4/04 on the enhancement of APIRG and RASG-AFI Structure, called upon the Secretaries of the two groups to coordinate with the Chairpersons and the ARC-TF supported by a small group, to study the modalities of an integrated approach to APIRG and RASG-AFI in combining them into one entity.
- 2.2. The result of the study was presented at the joint session of APIRG/26 and RASG-AFI/9 with the proposal of the combined entity. The meeting upon discussions, called for the Secretariat to expedite the finalization of the study, including the development of the Procedural Handbook as well as the schedule of the transition period and other related arrangements by June 2024 and coordinate with APIRG and RASG-AFI Chairpersons, for an extraordinary APIRG and RASG-AFI joint meeting to review and approve the proposals
- 2.3. The outcomes will be discussed in the Extraordinary APIRG and RASG-AFI Meeting.

High level attendance to the APIRG and RASG-AFI Meetings

- 2.4. The APIRG/25 & RASG-AFI/8 meetings discussed the level of participation of States in APIRG and RASG-AFI meetings. The meetings considered beneficial for members of the AFI Group on the Council, as well as African members of the ANC to be invited in the future, in their own capacity, to participate in the work of APIRG and RASG-AFI. It was considered that their participation will facilitate a meaningful dialogue that will benefit the AFI Region.
- 2.5. Furthermore, the APIRG/25 & RASG-AFI/8 meetings raised concerns on the low attendance of the Directors General of Civil Aviation Authorities and the CEOs of the industry in the APIRG and RASG-AFI meetings and requested the Secretariat and States to explore ways to increase the participation of the Directors General of the Civil Aviation Authorities and CEOs of the industry to the APIRG and RASG- AFI Meetings.

Challenges faced by the APIRG and RASG-AFI Contributory bodies activities.

- 2.6. The APIRG/25 & RASG-AFI/8 meeting discussed the challenges encountered by the APIRG Subgroups in carrying out project development and implementation tasks including among others, the lack of States responses to survey questionnaires, lack of participation of designated experts from different States and Organizations. Appropriate actions from Directors General of CAAs is required to ensure the effective participation of their experts in the APIRG and RASG-

AFI and their contributory bodies' activities.

Management of air navigation deficiencies

- 2.7. The meeting may also note that the APIRG/26 meeting noted with satisfaction, the full operationalization of the online AANDD platform developed by the Secretariat and actions taken to assist States and key stakeholders in the use of that platform for the identification, notification, assessment, and resolution of air navigation deficiencies. States and Organizations were urged to embark in the effective management of air navigation deficiencies through the online platform accessible at <https://aandd.icao.int/>.
- 2.8. Regarding the management of air navigation deficiencies, the APIRG/25 meeting, urged States and Organizations that are yet to nominate AANDD Focal points to do so, and encourage all States and stakeholders involved in APIRG framework to engage in the management activities related to Air navigation deficiencies.

Coordination of APIRG related activities within States

- 2.9. The meeting may recall that the APIRG/24 meeting, through its Conclusion 24/22 called States to nominate Experts for the coordination of APIRG and its subsidiary bodies activities as States National Coordinators for Planning and Implementation (NCPIs) and Technical Focal Points (FPs). The APIRG/25 meeting noted that several States have not yet nominated the experts as NCPIs and FPs in Air navigation related areas.
- 2.10. So far, twenty-eight States (Angola, Benin, Botswana, Burkina Faso, Cabo Verde, Cameroon, Eritrea, Eswatini, Ethiopia, Gabon, Ghana, Kenya, Islamic Republic of Mauritania, Madagascar, Mauritius, Mozambique, Nigeria, Republic of Guinea, Senegal, Seychelles, Sierra Leone, Somalia, South Africa, Tanzania, Togo, Uganda, Zambia, Zimbabwe) and ASECNA nominated their NCPIs and FPs.

Workshop on the prevention and resolution of USOAP CMA Air Navigation Services (ANS) related Significant Safety Concerns (SSC), Abidjan, Cote d'Ivoire, from 19 to 23 August 2024

- 2.11. You may recall that the twenty sixth Meeting of the AFI Planning and Implementation Regional Group (APIRG/26), through Conclusion 26/07 requested the secretariat to conduct at least two awareness workshops, to increase awareness on design and approval processes for Instrument Flight Procedures by States and Organizations, with the aim to prevent, mitigate and or resolve PANS-OPS related SSCs in the Region.
- 2.12. The ICAO WACAF Regional Office and the African Flight Procedure Programme (AFPP) are organizing a workshop on the prevention and resolution of USOAP CMA Air Navigation Services (ANS) related Significant Safety Concerns (SSC), from 19 to 23 August 2024 in Abidjan, Cote d'Ivoire.
- 2.13. The workshop will discuss ANS related SSCs occurring in the region, their root causes as well as actions required to prevent, mitigate or resolve them. The aim is to assist States in building robust and efficient oversight capacities in order to reverse the trend in these SSCs in the region.
- 2.14. The workshop is intended for ANS and AGA experts from Civil Aviation Authorities, Air Navigation Services Providers and Airports Operators in charge of Instrument Flight Procedures, obstacle restriction and removal, and Nav aids.
- 2.15. Your Administrations/Organizations are kindly requested to ensure the participation of

adequate inspectors and experts in this workshop.

AFI ANS Summit

- 2.16. The meeting may recall APIRG decisions and conclusions calling for development of a roadmap for implementation of seamless air traffic management in Africa through a collaborative approach involving key aviation strategic stakeholders in consultation with users. This is in relation to APIRG Conclusion 25/09, which called upon the Secretariat to coordinate with key stakeholders for conducting an AFI ATM (ANS) Summit by 2024.
- 2.17. The APIRG/26 Decision 26/24 established a framework coordinated by ICAO and IATA aimed to ensure an effective preparation of the AFI Air Navigation Service Summit. The purpose is to review existing Air Navigation related frameworks, consolidate initiatives and expected outcomes, including the ongoing AU/AFCAC/ICAO Aviation Infrastructure Gap Analysis for Africa, develop and compile costed projects, and identify specific activities with clear objectives, timelines and responsibilities of each stakeholder toward the conduct of the ANS Summit called by the APIRG Conclusion 22/35.
- 2.18. The coordination is ongoing with several virtual and face-to-face activities.

Update on the Regional Plans (AFI ANP, AFI RASP)

Updates on the Regional Air Navigation Plan (eANP)

- 2.19. The meeting may wish to note that APIRG/26 meeting, through Decision 26/19 adopted Volume III of the Regional air navigation plan to comply with the Council requirements for all PIRGs to develop their ANPs in three volumes. The three volumes of the Regional air navigation plan are available at <https://www.icao.int/WACAF/Pages/AFI-eANPs.aspx>
- 2.20. The Volume III contains some tables aiming for data collection on planning and implementation of ASBU elements in the areas of AOP, ATM/SAR, CNS, AIM and MET, as well as for monitoring the status of implementation. Moreover, the said tables were included in the online tool under finalization, for reporting on ASBU implementation. *The meeting urged States to regularly report their status of planning and implementation of the applicable ASBU elements to the ICAO Regional Offices, through the online platform once finalized in November 2024.*
- 2.21. Regarding the amendment of Volumes I and II, the Secretariat was requested to support States in updating the three Volumes of the eANP in line with Conclusion 25/29. The meeting may note the concern regarding the low level of participation of States in the said activities including webinars and workshops organized in 2024 and 2024.
- 2.22. Eighty-three (83) participants from twenty-seven (27) States attended the first session of the webinar, conducted from 2 to 3 October 2023, which familiarized them with the content of the Regional Air Navigation Plan and its amendment processes. Fifty-eight (58) participants from fifteen (15) States attended the last session held from 30 to 31 October 2023 to review States' issues to be addressed through proposals for amendments. In the second quarter of 2024, two

workshops on Volumes I and II of the Regional Air Navigation Plan and the management of air navigation deficiencies for the English and French speaking States of the WACAF Region were conducted. The English session was held from 22 to 26 April 2024 and was attended by forty-four (44) participants from five (5) States (Cabo Verde, The Gambia, Ghana, Nigeria and Sierra Leone) while the French session was held from 29 April to 3 May 2024 and was attended by forty-nine (49) participants from ten (10) States (Cameroon, Côte d'Ivoire, Gabon, Guinea, Mali, Mauritania, Democratic Republic of the Congo, Chad, Senegal and Togo).

- 2.23. In view of expediting the amendment of Volumes I and II, States that have not yet done so were requested through the Conclusion 26/20 to submit their contributions to the ICAO ESAF and WACAF Regional Offices for the updating of the Volumes I and II of the ANP preferably by 28 February 2024. So far, sixteen (16) States (Benin, Cabo Verde, Cameroon, Central African Republic, Chad, Democratic Republic of the Congo, Gabon, Ghana, Guinea, Kenya, Mali, Niger, Nigeria, Senegal, Tanzania, Togo) provided proposal of amendments of the eANP, which under processing by the Secretariat.

Updates on the AFI Regional Aviation Safety Plan

- 2.24. The RASG-AFI/9 meeting, through its Decision 9/04 adopted the 2023-2025 Edition of the AFI-Regional Aviation Safety Plan (AFI-RASP). It also agreed through the Conclusion 9/06 on the development of National Aviation Safety Plans (NASPs) by 31 December 2024, which should be registered on the ICAO Online portal.
- 2.25. The meeting may note that as of July 2024, only 12 RASG-AFI Member States (Benin, Botswana, Cabo Verde, Cote d'Ivoire, Ethiopia, Ghana, Namibia, Rwanda, Sierra Leone, South Africa, Togo and Uganda) have published their National Aviation Safety Plans (NASPs) and registered them on the ICAO Online portal. This is far short of the GASP and AFI-RASP target requiring all States to publish their NASPs by 2024.

Annual Reporting

Reporting to the ANC and to the Council

- 2.26. The APIRG/26 and RASG-AFI/9 joint meeting were updated on the outcomes of the APIRG/25 and RASG-AFI/8 reports to the Air Navigation Commission and the ICAO Council, as well as the progress made since the last meeting in the coordination of the Annual Safety Report Team (ASRT) and the APIRG Air Navigation Reporting Team (AANRT) activities. Tremendous efforts were deployed by the APIRG and RASG-AFI Chairpersons (Directors General of Cameroon and Uganda CAAs) and Secretaries, leading to the successful coordination and reporting to ANC and ICAO Council.

Annual safety and air navigation reports (ASR and AANR)

- 2.27. The Tenth Edition of the RASG-AFI Annual Safety Report is published on the ICAO ESAF and WACAF websites at <https://www.icao.int/WACAF/Pages/rasg-afi.aspx> .

- 2.28. The first edition of the APIRG Annual Air Navigation Report (AANR) is published and provides detailed information on the status of implementation key air navigation related matters. The report is available at <https://www.icao.int/WACAF/Pages/AFI-AnnualReports.aspx>.
- 2.29. The official release of the said reports will be done at the end of this session. States are encouraged to provide data and information to support the work of the established Teams for the timely development of the reports.

Update on the ICAO/AUC/AFCAC Infrastructure Gap Analysis and Priorities

- 2.30. The ICAO assembly Resolution A41-27 calls for Implementation of the Declaration and Framework for a Plan of Action for Development of Aviation Infrastructure in Africa. Accordingly, proposed action to be taken conducting long term Aviation Infrastructure GAP analysis based on 25-year projection that determine and mobilize the necessary resource and funding required bridging the gaps.
- 2.31. The AFI Plan Steering Committee at its 25th SC meeting decided that in collaboration with AUC, AFCAC and other partners, the AFI Plan Secretariat continue to follow up on the recommendations from the Aviation Infrastructure for Africa Gap analysis conducted in 2019 and give priority to infrastructure development in Africa.
- 2.32. The AUC in collaboration with AFCAC and ICAO initiated a continental aviation infrastructure gap analysis with the objective to establish the gaps existing in the airports and Air Navigation Infrastructure and services with a traffic projection of 25 years.
- 2.33. A working group was established, comprising experts from States and key regional and international organization. The first workshop was held in Casablanca, Morocco from 27 to 30 June 2023. During the workshop a coordinated implementation strategy and a work plan for the conduct of the Africa-wide Gap Analysis exercise were developed.
- 2.34. Accordingly, ICAO designed the assessment questionnaire and relevant tools required for data gathering, coordinate the data information gathering, Conduct the data/information analysis and is drafting the gap analysis report with recommendations. The study outcomes were discussed at Addis Ababa, Ethiopia during the 2nd Working Group meeting held from 25 to 28 June 2024.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information in this paper; and
- b) advise as appropriate on concerns raised in the working paper.