



ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

Extraordinary Meeting of the APIRG and RASG-AFI (APIRG & RASG-AFI/EO)

Libreville, Gabon, 19 July 2024

Agenda Item 02 a): Overview of APIRG/26 & RASG-AFI/9 Decision 5/05

(Presented by the Secretariat)

SUMMARY	
<p>This paper provides an update on the <i>APIRG/26 & RASG-AFI/9 Decision 05/5 on the enhancement of APIRG and RASG-AFI Structure</i> and its background. The Joint Session of the APIRG/26 and RASG-AFI meetings held in Cotonou (Benin) tasked the secretariat, through the above Decision to develop by June 2024, a Procedural Handbook of the future body as well as the schedule of a transition period and other related arrangements, and then to coordinate with Chairpersons for an APIRG and RASG-AFI extraordinary joint meeting to review and approve the proposals.</p> <p>Action to be taken by the Meeting is provided at paragraph 3 of the Paper.</p>	
REFERENCE(S)	<ul style="list-style-type: none"> • APIRG and RASG-AFI Terms of Reference and Procedural Handbooks • The Global Aviation Safety and the Global Air Navigation Plans • Doc 7474, Air Navigation Plan - Africa-Indian Ocean Region • APIRG/25 & RASG-AFI/8 Joint meetings Report • APIRG/26 & RASG-AFI/9 Joint meetings Report
Strategic Objective(s)	<p><i>A – Safety, B – Air Navigation Capacity and Efficiency, D – Economic Development of Air Transport, and E – Environmental Protection</i></p>

1. INTRODUCTION

- 1.1. The APIRG/25 & RASG-AFI/8 joint session, through its *Decision 4/04 - Enhancement of APIRG and RASG-AFI Structure*, tasked 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; and submit the result to the next meeting of the groups for consideration.
- 1.2. 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 called ESAF & WACAF Aviation Safety, Planning and Implementation Regional Group (EWASPIRG). The meeting commended the work done by the Secretariat and agreed on the following Decision.

APIRG/26 & RASG-AFI/9 Decision 5/05: Enhancement of APIRG and RASG-AFI Structure

That, in order to finalize the study on the integrated approach to APIRG and RASG-AFI in combining them into one entity, the Secretariat to:

- a) expedite the finalization of the study based on stakeholders' comments, including the development of the Procedural Handbook as well as the schedule of the transition period and other related arrangements by June 2024; and*
- b) coordinate with APIRG and RASG-AFI Chairpersons, for an extraordinary APIRG and RASG-AFI joint meeting to review and approve the proposals*

1.3. This paper provides an update on the above Decision and its background.

2. DISCUSSION

Rationale for merging APIRG and RASG-AFI Groups

- 2.1. The AFI Planning and Implementation Regional Group (APIRG) was set up by the Council of ICAO, in 1980, as recommended by the Sixth AFI Regional Air Navigation Meeting (AFI/6), 1979.
- 2.2. At its 19th meeting (October 2013), the AFI Planning And Implementation Regional Group (APIRG) under its Decision 19/48 agreed on the reorganization of APIRG and its working methods in order to give effect to the outcome of the SP AFI/08 and the Twelfth Air Navigation Conference (AN-Conf/12, Montreal, 19-30 November 2012), which adopted the Fourth Edition of the Global Air Navigation Plan (GANP, Doc 9750).
- 2.3. The APIRG is primarily responsible for the development and maintenance of the AFI Air Navigation Plan (ANP, ICAO Doc 7474), as well as the identification and resolution of air navigation deficiencies. It is a planning and coordination mechanism and, while implementation is the responsibility of States, APIRG can play a significant role in supporting the implementation of Standards and Recommended Practices (SARPs) as well as regional requirements.
- 2.4. The ICAO Council at the fourth meeting of its 190th Session held on 25 May 2010 (C-DEC 190/4) approved the establishment of the RASGs including the RASG-AFI for the Africa-Indian Ocean Region, with the aim of supporting a regional performance framework for the management of safety.
- 2.5. The main purpose of the Regional Aviation Safety Group for Africa-Indian Ocean (RASG-AFI) would be to develop an integrated, data-driven strategy and implement a work programme that supports a regional performance framework for the management of safety.
- 2.6. The APIRG/22 and RASG-AFI/5 meetings held in July/August 2019, noted with interest the outcome of the Council's review of the terms of reference of the PIRGs and RASGs and welcomed the structure provided by the approved generic ToR sought by the Council to improve the performance and expected results. Accordingly, the ICAO Secretariat was tasked to update the PIRG and RASG handbooks (APIRG/22 & RASG-AFI/5 Decision 1/03).
- 2.7. Thereafter, during the 40th Session of the ICAO Assembly, it was decided to align the meeting schedule of the Planning and Implementation Regional Groups (PIRGs) and Regional Aviation Safety Groups (RASGs) with the annual reporting requirement to the Council. The Council, (C-DEC 219/7), implemented the Assembly decision and on 7 August 2020, the President of the ICAO Council approved the amendment of the Terms of Reference of the PIRGs and RASGs to include annual meetings.
- 2.8. With the experience gained by hosting the APIRG and RASG-AFI meetings back-to-back, the joint session of APIRG/25 and RASG-AFI/8, in view of the high number of common areas and subsequent coordination layers, called for a study on the feasibility of combining APIRG and RASG-AFI into a

single entity in the future, as discussed in 2019 during APIRG/22.

Proposals for the enhancement of APIRG and RASG-AFI Structure

2.9. The result of the study was presented at the joint session of APIRG/26 and RASG-AFI/6 with the proposal of the combined entity called ESAF and WACAF Regional Security, Planning and Implementation Group under two types of structure.

2.10. A Concept Note developed on the merged Group proposed three sub-layers as follows:

- Programme Review and Coordination Committee (PRCC): *responsible for coordinating the activities of the Group;*
- Subgroups: *to discharge the Group responsibilities in technical matters related to planning, implementation, and safety oversight of aviation industry;*
- Projects: *to carry out specific and technical work by 'teams' of subject matter experts.*

2.11. Two proposals of structure were proposed for consideration.

2.1.1. Structure 1, includes three sub-groups as follows:

- Infrastructure and Information Management Sub-Group (IIM/SG);
- Airspace and Aerodrome Operations Sub-Group (AAO/SG); and
- Safety Oversight and Management Sub-Group (SOM/SG)

2.1.2. Structure 2, includes the following five sub-groups:

- Information Management Sub-Group (IM/SG);
- Aerodrome Operations Planning Sub-Group (AOP/SG);
- Air Traffic Management & Search and Rescue Sub-Group (ATM-SAR/SG);
- CNS Infrastructure & Technology Sub-Group (CIT/SG); and
- Safety Oversight and Management Sub-Group (SOM/SG).

Comparison between Structure 1 and Structure 2

2.12. In evaluating the advantages and disadvantages identified for each of the two options, many States and Organizations supported the Structure 1, and the meeting tasked the Secretariat to consider additional States and stakeholders' further comments on the proposal, and develop by June 2024, a Procedural Handbook of the future body as well as the schedule of a transition period and other related arrangements.

2.13. The meeting requested the Secretariat once done, to coordinate with Chairpersons for an APIRG and RASG-AFI extraordinary joint meeting to review and approve the proposals. The meeting then formulated the APIRG/26 & RASG-AFI/9 Decision 5/05 as provided in section 1.3 of this working paper.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

The meeting is invited to:

- a) note the contents of this Working Paper; and
- b) Provide guidance as appropriate.