



ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

Tenth Meeting of the Regional Aviation Safety Group for the Africa-Indian Ocean (RASG-AFI/10)

7 November 2024

Agenda item 5: Items for coordination with APIRG

(Presented by the Secretariat)

SUMMARY	
This paper presents items for coordination between RASG-AFI and APIRG for consideration by RASG-AFI/10 meeting.	
<i>Strategic Objectives</i>	This working paper relates to Strategic Objectives - A (Safety), and B (Capacity and efficiency)

1 INTRODUCTION

- 1.1 The meeting may recall that a significant safety concern occurs when a State allows the holder of an authorization or approval to exercise the privileges attached to it, although the minimum requirements established by the State and the Standards set forth in the Annexes to the Chicago Convention are not met, resulting in an immediate safety risk to international civil aviation. Currently, three States in the RASG-AFI Region still have SSCs related to non-calibration of radio navigation aids (NAVAIDs) used by aircraft and compliance with approved flight procedures.
- 1.2 The recent rapid growth of UAS operations is impacting various sectors, necessitating means to mitigate the safety risks and challenges posed by evolving aviation technologies, particularly the operation of UAS. The increasing number of Large Height Deviations (LHDs) will also require a collaborative approach by all stakeholders in addressing the safety risks associated with LHDs.

2. DISCUSSION

- 2.1. Although States are achieving a commendable increase in their EI score from 54.91% in 2019 to 59.5% in 2023, many States continue to face challenges in the implementation of ICAO Standards and Recommended Practices (SARPs), leading sometimes to SSCs, hence hindering their effort to timely address new occurrences. Currently, three States still have SSCs related to non-calibration of radio navigation aids (NAVAIDs) used by aircraft and compliance with approved flight procedures. The ESAF and WACAF Regional Offices are assisting these States in implementing relevant corrective action plans to address the

identified safety concerns.

- 2.3 This situation calls for States to be more proactive in the discharge of their safety oversight functions, particularly in specific areas with high-risk exposure. States should promulgate Civil Aviation Regulations as a basis and conduct proper oversight activities. 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.
- 2.4 Unmanned aviation affords unique opportunities, including cargo transportation, delivery of life-saving materials, wildlife monitoring, disaster management support, infrastructure inspection, and much more. The rapid advancement of technologies supporting unmanned aviation presents unique 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 the main challenge to enabling the market. To address the 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.
- 2.6 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.

3 ACTION BY THE MEETING

- 3.1 The meeting is invited to:
 - a) Note the information contained in this working paper;
 - b) Request APIRG and its contributory bodies to consider items raised above in their work programme; and
 - c) Provide further guidance as appropriate.