INTERNATIONAL CIVIL AVIATION ORGANIZATION

ICAO

THE AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP (APIRG)

REPORT OF THE SEVENTH MEETING OF THE

**AIRSPACE AND AERODROME OPERATIONS SUB-GROUP
(AAO/SG7)**

Nairobi, Kenya, 12 to 16 August 2024

Approved by the Meeting and

published under the authority of the Secretary General

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LIST OF ABBREVIATIONS

AAMP	AFI ATM Master Plan
AAMP PMT	AFI ATM Master Plan – Project Management Team
AANDD	AFI Air Navigation Deficiencies Database
ANR	Air Navigation Report
AANRT	Annual Air Navigation Reporting Team
AAO/SG	Airspace and Aerodrome Operations Sub-group
A-CDM	Airport Collaborative Decision Making
AFCAC	African Civil Aviation Commission
AFI	Africa - Indian Ocean region
AFI ATM CP	AFI ATM Contingency Plan
AFI CONOPS	AFI Concept of Operations
AFI FRA	AFI Free Route Airspace
AFI FRA PMT	AFI Free Route Airspace - Project Management Team
AFI SSR CMP	AFI Secondary Surveillance Radar Code Management Plan
AFI VACP	AFI Volcanic Ash Contingency Plan
AFRAA	African Airlines Association
AFTN	Aeronautical Fixed Telecommunication Network
AIM	Aeronautical Information Management
ANSP	Air Navigation Service Provider
AOP	Aerodromes Operations and Planning
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	Agence pour la Sécurité de la Navigation Aérienne en Afrique et à Madagascar
ATS	Air Traffic Service
ATSCS	ATS Competency Study
ATM	Air Traffic Management
AUC	African Union Commission
BBB	Basic Building Block
CAA	Civil Aviation Authority
CANSO	Civil Air Navigation Services Organisation
CCT	Contingency Coordination Team
CMC	Civil-Military Cooperation
CNS	Communication Navigation Surveillance
CONOPS	Concept of Operations
CP	Contingency Plan
CPDLC	Controller Pilot Datalink Communications
EAC	East African Community

FF-ICE	Flight and Flow – Information for a Collaborative Environment
FIRs	Flight Information Regions
FRA	Free Routing Airspace
GANP	Global Air Navigation Plan
GASP	Global Aviation Safety Plan
GRF	Global Format for Reporting of Runway Surface Conditions
IATA	International Air Transport Association
ICAO	International Civil Aviation Organization
IIM/SG	Infrastructure and Information Management Sub-group
LHD	Large Height Deviation
MET	Aeronautical Meteorology
NCPI	National Coordinator for Planning and Implementation
NCLB	No Country Left Behind
PBN	Performance Based Navigation
PBCS	Performance Based Communication and Surveillance
RASC	RASG-AFI Steering Committee
RASG-AFI	AFI Regional Aviation Safety Group
RPAS	Remotely Piloted Aircraft Systems
RSOO	Regional Safety Oversight Organization
RVSM	Reduced Vertical Separation Minimum.
SAR	Search and Rescue
SARPs	Standards and Recommended Practices
SBAS	Satellite-based Augmentation System
SLOP	Strategic Lateral Offset Procedure
SSO-SST	State Safety Oversight System -Support Team
SSP – SST	State Safety Programme Safety -Support Team
SSTs	Safety Support Teams
TAG	Tactical Action Group
UN SDGs	United Nations Sustainable Development Goals

LIST OF APPENDICES

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LIST OF DRAFT CONCLUSIONS/DECISIONS

DEFINITIONS

AAO/SG records its actions in the form of draft Conclusions or Decisions as follows:

a) **Draft Conclusions or Draft Decisions:** Action by the Sub-group that requires the prior agreement of the APIRG before it can be implemented or otherwise. All such proposed actions shall be considered by the APIRG at its next meeting subsequent to the issue of the Sub-groups' report.

b) **Decisions by the Sub-group**: Actions which do not necessarily require prior agreement of the APIRG and that may be conducted by the specific Sub-group and its members or the Secretariat where such action is applicable.

No.	Draft Conclusions/Draft Decisions	
1.	*Draft Conclusion 7/01*	*Measurement of the impact of FRA implementation in AFI*
2.	*Draft Decision 7/02*	*Update of the AFI ATM Master Plan*
3.	*Draft Decision 7/03*	*FF-ICE Project*
4.	*Draft Conclusion 7/04*	*Establishment of an Air Traffic Flow Management project team*
5.	*Draft Decision 7/05*	*Preparation of the Air Navigation Services Summit*
6.	*Draft Decision 7/06*	*ATS event scrutiny in the SAT*
7.	*Draft Conclusion 7/07*	*Monitoring of activities in the SAT*
8.	*Draft Conclusion 7/08*	*Guidance Material for the continued monitoring of AFI RVSM Airspace*
9.	*Draft Conclusion 7/09*	*ADS-B Height monitoring in RVSM airspace*
10.	*Draft Decision 7/10*	*AAO Repository of experts*
11.	*Draft Decision 7/11*	*ATM contingency awareness*
12.	*Draft Decision 7/12*	*Future work Programme of AAO Subgroup*

PART I – INTRODUCTION

1. Place and duration

1.1 The Seventh Meeting of the APIRG Airspace and Aerodrome Operations Sub-group (AAO/SG7) was held from 12 to 16 August 2024 at the Movenpick Hotel in Westlands, in Nairobi, Kenya.

2. Attendance

2.1 Sixty-Two (62) participants from fifteen (15) AFI States, eight (8) regional and international Organizations and the ICAO Regional Offices attended the meeting. The list of participants is provided in **Appendix 1** of this report.

3. Officers and Secretariat

3.1 Mr. Nathan Kaluba (Zambia), Chairperson, chaired the meeting partially due to constraints beyond his control. He was seconded by Ms. Suzan Nafuna (Uganda) who presided over as acting Chairperson from Day 2. Mr. Abibou Mbaye (Senegal) acted as Vice Chairperson in lieu of Mr. Sanogo Adama, who couldn't attend in-person for unforeseen reasons.

3.2 Mr. Elisha Omuya, Regional Officer AGA, ICAO Eastern and Southern African Office (ESAF), served as the Secretary of the meeting and was assisted by:
,
- Ms. Keziah Ogutu, Regional Officer ATM/SAR (ESAF);
- Ms. Prisca Nkolo, Regional Officer AGA (WACAF); and
- Mr. Serge Guy Tchanda, Regional Officer ATM/SAR (WACAF).

4. Working languages

4.1 The meeting was conducted in the English and French languages with simultaneous interpretation services. The documentation was made available on the ICAO website in both languages.

5. Opening of the meeting

5.1 Remarks by the Chairperson of AAO Sub-group

5.1.1 Mr. Nathan Kaluba, Chairperson of the AAO Subgroup, thanked the Authorities of Kenya and the ICAO ESAF Regional Office for hosting the seventh meeting of the AAO Subgroup.

5.1.2 He further thanked the participants for their commitment for the development of aviation system in the AFI region through efforts made in planning and implementation, despite outstanding

challenges and their busy schedule in their respective States and Organizations.

5.1.3   He reminded the meeting that all progress in the region can only be achieved through collaboration, cooperation and sharing of experience. He expressed his optimism that the AFI region will soon reach its anticipated apogee given the huge potential in the air transport market growth on the continent.

5.2   ***Opening remarks by the Regional Director of the ICAO ESAF Office***

5.2.1   The opening remarks were delivered by Mr. Justus Nyunja, Regional Officer, Aviation Security, on behalf of the ICAO ESAF Regional Director, Ms Lucy Mbugua. In his remarks, he appreciated the States and Organizations for facilitating the participation of their experts to the meeting.

5.2.2   Mr. Justus recalled the AAO/SG mandate and the need for States and the Secretariat to pursue the updating of the eANP, and address challenges related to reporting the implementation status of ASBU elements. He further drew the meeting's attention on the slow progress of some Project teams activities and the management of air navigation deficiencies.

5.2.4   He finally commended the good collaboration between ICAO Regional Offices, States, International and Regional Organizations (such as AFCAC, AFRAA, ARMA, CANSO, IATA, RSOOs, etc.), Operators and Service Providers (such as ASECNA, ATNS, Roberts FIR etc.), towards the improvement of air navigation systems in the AFI region.

6.   Agenda

6.1   The meeting adopted the following agenda:

Agenda item 1:   Adoption of the agenda and the work programme

Agenda Item 2:   Status of implementation of Conclusions and Decisions applicable to the AAO Sub-group

Agenda Item 3:   Achievements in Airspace and Aerodrome Operations

Agenda Item 4:   Regional Air Navigation Plan

Agenda Item 5:   Air Navigation Deficiencies

Agenda Item 6:   Activities to be coordinated with the RASG-AFI SSTs

Agenda Item 7:   Implementation challenges of the Sub-group

Agenda Item 8:   Proposed recommendations/actions to be taken by ICAO HQ

Agenda Item 9:   Review of the Terms of Reference and Work Programme of the Sub-group

Agenda Item 10:   Any other business

Agenda Item 11:   Review of the Draft Conclusions and Decisions of the Seventh Meeting of the Airspace and Aerodrome Operations Sub-group (AAO/SG7)

PART II: REPORT ON AGENDA ITEMS

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

1.1   The meeting reviewed and adopted the proposed agenda, and the work programme as presented by the Secretariat.

AGENDA ITEM 2:   STATUS OF IMPLEMENTATION OF CONCLUSIONS AND DECISIONS APPLICABLE TO THE AAO/SG

Review of the Conclusions and Decisions of the APIRG/26 meeting applicable to the AAO/SG

2.1   The Secretariat reminded the meeting that the AAO/SG6 meeting recorded two (2) Conclusions and six (6) Decisions which were endorsed by the APIRG/26 meeting.

2.2   The Secretariat reported that out of the two (2) Conclusions and six (6) Decisions of the APIRG/26, two (2) Conclusions and two (2) Decisions were fully implemented (100%), and four (4) Decisions were partially implemented (50%).

2.3   The meeting noted that from the four (4) partially implemented Decisions, three (3) are expected to be completed by end of October 2024. The meeting called on States and Organizations to provide information on the implementation status of Conclusions and Decisions for comprehensive reporting to the AAO/SG.

2.4   The status of implementation of APIRG/26 Conclusions and Decisions applicable to the AAO/SG is provided at **Appendix 2** to this report.

Review of the outstanding Conclusions and Decisions from APIRG/20 to APIRG/25, applicable to the AAO/SG.

2.5   The Secretariat reminded the meeting of the task undertaken by the AAO/SG6 meeting, which consisted of reviewing the status of implementation of Conclusions and Decisions adopted by APIRG and applicable to the AAO/SG from APIRG/20 to APIRG/25.

2.6   The Secretariat reported that, after the review, 88 Conclusions were considered still valid, while 60 were considered as no longer applicable (actions completed, covered by others, overtaken by events or otherwise redundant). The list of Conclusions and Decisions applicable to AAO/SG since APIRG/20 is provided at **Appendix 3** of this report.

2.7　　　　　The meeting expressed concerns about the significant number of Conclusions and Decisions still pending. The two small working groups (AOP and ATM/SAR respectively) which had been identified during the AAO/SG6 were requested to continue with the assignment in the breakout sessions.

2.8.　　　　　The updated status of implementation of the outstanding Conclusions and Decisions from APIRG/20 to APIRG/25 applicable to AOP and ATM/SAR are provided respectively at **Appendix 4** and **Appendix 5** to this report.

2.9　　　　　The meeting noted that the actions which had been identified by the small working group to foster the implementation of the outstanding conclusions and decisions and the need for close follow up for effective reporting to the subgroup.

AGENDA ITEM 3:　　ACHIEVEMENTS IN AIRSPACE AND AERODROME OPERATIONS

Status of implementation of applicable ASBU Elements

3.1　　　　　The Secretariat updated the meeting on the status of implementation of applicable ASBU elements in the region based on the information collected by the Regional Offices. The meeting was informed that the level of feedback from States on the status of implementation of ASBU elements is very low. This could be attributed to lack of reporting on the implementation by some States and/or data inconsistences in the various tables of volume III of the air Navigation plan.

3.2　　　　　The meeting also recalled APIRG/25 Conclusion 25/11 calling on States to provide information regarding the status of implementation of ASBU elements in the format that was proposed. The meeting, therefore, requested the participants to review the status and provide updates for their respective States.

3.3　　　　　The meeting further discussed issues that were hindering the effective feedback from States. The need for increased awareness for States regarding ASBU framework was noted.

3.4　　　　　The meeting was also updated on the developments made by the ICAO Regional Offices to improve the collection of ASBU implementation data in the region. The meeting was reminded that a State Letter had been circulated to States requesting the nomination of ASBU Focal Points. The meeting was informed that there were still a number of States that had not nominated their Focal Points.

3.5　　　　　The meeting noted the progress made in developing an online tool by the Secretariat as called for by APIRG/26 meeting, noting that there was a tool which was in development as part of the AFI Air Navigation Deficiencies Database (AANDD) and would be rolled out once ready for use.

3.6   In addition, the meeting was informed that the ESAF Regional Office had developed an ASBU reporting online dashboard on the ICAO iSTAR platform. The dashboard is expected to be ready for use by 1st September 2024.   The meeting was further informed that the tool on the dashboard was in the testing period, and a few selected States were identified to participate in the trials which was successful. The tool is planned to be used by ESAF States to enhance reporting on ASBU implementation and will be accessible for data input by two focal points from each State. Other States interested in participating were requested to provide the details of their focal points who would receive access to the dashboard. Due to security reasons, the Secretariat informed the meeting that each State or Organisation would be allocated only two access codes and, therefore, would only be able to nominate two focal points to input data on the Dashboard.

3.7   In order to avoid duplication and extra workload on the States, the meeting requested the Secretariat to provide guidance on the tool to be used for the reporting. Meanwhile States were encouraged to commence reporting using either the Excel sheets or the dashboard developed by the ESAF regional Office for ESAF States.

3.8   The meeting also noted the need for increased ASBU awareness in the ESAF and WACAF regions. The meeting was informed of one ASBU sensitization workshop conducted in the ESAF region hosted by SASO in Eswatini. A second workshop on ASBU implementation and ANP Volume III is planned in November 2024 in the WACAF region. States were encouraged to participate.

Achievements in ATM/SAR Projects

3.9   The meeting was provided with the latest overview on the progress status of ATM/SAR project teams activities. There are currently seven project teams in ATM/SAR, including three (3) ongoing projects, two (2) newly established and two (2) reactivated.

3.10   The meeting noted that ongoing ATM projects include the AFI ATM Master Plan (AAMP), the AFI ATM Contingency Planning Project (AFI ATM CP) and the Free Route Airspace (FRA), while the newly established project teams consisted of the Flight and Flow Information for a Collaborative Environment Task Force (FFICE-TF) and the Civil/Military Cooperation/Flexible Use of Airspace Project Team (CMC/FUA PT). Two former projects, the Search and Rescue Technical Expert Team (SAR TET) and the PBN Airspace Concept and AFI Optimized Route Trajectories and Airspace (PBN-AORTA) were reactivated to support the regional implementation in areas where less progress was identified.

3.11   The performance status of project teams indicated that although some projects, such as FRA and AAMP, were showing significant progress, there were still outstanding challenges that prevented effective implementation, such as the low commitment of some project team members, lack of States' effective support to the project teams and limited access to funds to conduct activities.

3.12	In addition, the meeting noted that projects that incorporated an all-inclusive collaborative approach performed better. Therefore, the meeting called for more collaboration from key stakeholders to enhance the performance of the project teams. The overall progress status of ATM/SAR project teams is provided at **Appendix 6** to this report.

3.13	The meeting noted that States and Organizations had nominated more experts to be part of the ATM/SAR project teams. The list of the AAMP, FRA, PBN AORTA and SAR project team members were updated accordingly to incorporate new members or to change those who announced their unavailability for future activities of the project teams. The updated lists of aforementioned project teams members, as endorsed by the meeting, are at **Appendix 7** to this report.

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

3.14	The meeting was updated on the achievements in the implementation of free route airspace (FRA) in the AFI region, as well as areas of challenges and proposed solutions for improvement. 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 was highlighted.

3.15	FRA project management team (FRA PMT) achievements include the continuing implementation of flight plannable Direct Route Operations (DRO) and Free Route Airspace implementation which currently stands at 71% and active support to the User Preferred Routes (UPR) trials coordinated by the African Airlines Association (AFRAA) and the Civil Aviation Services Organization (CANSO) - Africa. It was reported that many trials have been conducted on city pairs Addis Ababa-Abidjan, Nairobi-Abidjan, Nairobi-Cape Town and Addis Ababa-Cape Town.

3.16	Although, FRA PMT has made significant progress, some improvements were still needed to ensure effective implementation and monitoring namely in the enhancement of FRA terms of reference to ensure stability in the team structure, the establishment of a regional list of FRA indicators to measure progress and benefits, the enhancement of capacity building for all technical stakeholders involved in FRA implementation. Issues related to flight routes and flight level restrictions in FRA operations and UPR trials were also raised as well as the need for more sensitization of ANSPs and States on the benefit of cross-border UPR for air transport business and air traffic management.

3.17	The meeting having noted the progress and challenges of the FRA PMT, encouraged States to take relevant actions to build the capacity of air traffic controllers, pilots, and other aviation professionals involved in FRA operations through training and skill development to ensure effective implementation of FRA in the region. The meeting also acknowledged the importance of the establishment of a regional list of FRA indicators as well as the need to amend the Terms of Reference

of the project and to conduct studies for addressing the challenges raised. Proposed list of FRA KPIs and the amendment to the TORs are at **Appendices 8 and 9** to the report respectively. The meeting issued the following draft Conclusion and Decision in support of the proposals for new FRA indicators and amendment of the TORs:

Draft Decision 7/01: Measurement of the impact of FRA implementation in AFI				
Why:	*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*			
What:	*a) the list of FRA indicators at Appendix 7 is endorsed* *b) the updated terms of reference of FRA PMT at Appendix 8 to the report are endorsed.*			
Who:	*a) and b) APIRG*			
When:	*a) and b) APIRG/27*			
Implementation following-up				
Follow-up required	Yes ☒ No ☐	Metrics	Metric 1: FRA KPIs list endorsed Metric 2: Endorsed TORs	Means to collect data	Mean 1: APIRG/27 Report Mean 2: PMT annual report and the annual air navigation report

3.18   Furthermore, the meeting was informed that the project team had identified some challenges that needed the improvement of Free Route Airspace implementation in the AFI Region. To ensure effective compliance and benefit of the Free Route Airspace project, the meeting took a decision to be implemented by the project team as follows : that the project team to conduct a study of flight levels and route segment length (200NM) restrictions on Free route airspace implementation by 31 October 2024; conduct a survey or gather feedback from aircraft operators to assess their satisfaction with FRA implementation in AFI, including safety, route flexibility, operational efficiency, and ease of planning and in coordination with AFRAA to sensitize States on User Preferred Route to prepare for Cross-border FRA by 31 December, 2024.

AAMP PMT Activities Report

3.19   The meeting was updated on the progress made by the AFI ATM Master Plan project management team (AAMPT PMT). The project team briefed the meeting on the APIRG/24 Conclusion 24/05 and the deliberations made by APIRG/26 which endorsed the AFI ATM Master Plan project management team (AAMPT PMT), and subsequently lead to the development and maintenance of

regional strategy documents, the AFI ATM Master Plan , the AFI Vision 2045, and the future Concept of Operations (CONOPS).

3.20   In line with the APIRG/26 recommendation, the project management team have evolved to include experts from the IIM SG in the MET, CNS and AIM performance areas.

3.21   The project team also presented the revised Terms of Reference (ToRs) of the project that enabled the reconstitution of the AAMP PMT to include IIM/SG experts. The meeting noted the need for the endorsement of the the proposed revised ToRs as at **Appendix 10** to this report**.** The endorsement of the ToRs will facilitate the finalization of the AFI ATM Master plan.

3.22   The meeting tasked the reconstituted AAMP PMT to coordinate the completion of developing the AFI ATM Master Plan 1ˢᵗ Edition review, including the Technical Plan and Implementation Roadmap and to subsequently submit the reviewed documents to APIRG Projects Coordination Committee (APCC). In line with this requirement the meeting took the following Decision:

Draft Decision 7/02: Update of the AFI ATM Master Plan				
Why:	*That, to facilitate the finalization of the ATM Master plan,*			
What:	*the revised Terms of Reference of the AAMP PMT is endorsed.*			
Who:	*AAMP Project Management Team (AAMP PMT)*			
When:	*30 September 2024*			
Implementation following-up				
Follow-up required	Yes ☒ No ☐	Metrics	Metric 1: Contributions from AIM, CNS, MET	Means to collect data	Mean 1: AAMP PMT Report

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

3.23   The meeting was briefed on the establishment of the FF-ICE task force in in line with APIRG/26 Decision 26/17 through the nomination of State's focal points as well as the development of the terms of reference of the project team.

3.24   The task force was established on 19ᵗʰ April 2024 through a virtual meeting conducted by

the Secretariat during which the Task Force Coordinator from South Africa and the vice-coordinators respectively Togo and Kenya were elected. The team is currently made of thirteen members with various ANS backgrounds, including ATM, AIM, and CNS. However, more members are expected to be nominated based on the team's needs and the willingness of more States and organizations to participate in the project.

3.25 The meeting noted the proposed terms of reference (TORs) including the list of members of the FF-ICE Project Team at **Appendix 11** as well as the planned awareness workshop. The following draft Decision was formulated in support of the proposed TORs of FF-ICE Project Team:

Draft Decision 7/03: FF-ICE Project				
Why:	*That, to enhance the implementation of flight and flow information for a collaborative environment concept in the AFI region*			
What:	*the terms of reference of FF-ICE Project team at Appendix 11 to the report are endorsed.*			
Who:	*APIRG*			
When:	*8 November 2024*			
Implementation following-up				
Follow-up required	Yes ☒ No ☐	Metrics	Metric 1: Endorsed TORs	Means to collect data	Mean 1: APIRG 27 Report ….

3.26 The meeting also took a decision and tasked the project team to develop a project document to be submitted to APCC for consideration by 30 September 2024.

Air Traffic Flow Management

3.27 The meeting was briefed on the outcomes of the workshop on the implementation of the air traffic control (ATC) and airport capacity assessment in the AFI region. The workshop which was conducted by the ICAO Regional Offices in coordination with CANSO and the Nigeria Airspace Management Agency (NAMA) was held in Abuja, Nigeria from 8 to 12 July 2024, and was attended by one-hundred and thirty-nine (139) delegates from ESAF and WACAF States and regional and international organizations.

3.28 The meeting noted with concern the low level of implementation of ATC capacity assessment and review process and Air Traffic Flow Management (ATFM) in the AFI region. The current

implementation levels are at 40% and 8% respectively. The low level of implementation is due to the lack of expertise at the State level.

3.29   The workshop aimed to build capacities on methodologies used to assess the ATC and airport capacity hence increase the level of effective implementation of standards related the subject matter.

3.30   The outcomes of the workshop included identified challenges and recommendations aiming at facilitating the establishment of a regional framework for the step-by-step implementation of the air traffic flow management. The workshop also identified the need for the development of guidance material to support the oversight and operational aspects of capacity assessment and review process.

3.31   The meeting discussed the challenges identified and acknowledged the need for a regional and inclusive approach to the implementation of ATFM in AFI that could be effective through the establishment of a regional framework to support the effective implementation. The Terms of Reference and the project Document are at **Appendix 12 and 13** to this report.

3.32   The meeting recalled the Conclusion 24/43 of APIRG/24 on the implementation of the CANSO Mombasa roadmap and noted the need to establish a project team that will leverage on the CANSO initiative and other similar ATFM initiatives in other regions. The following draft conclusion was therefore formulated:

Draft Conclusion 7/04: 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 establishment of the ATFM Project Team is endorsed with CANSO, ASECNA, ATNS, KCAA, NAMA, RVA, Roberts FIR and IATA as core members.* b) *the Terms of Reference and the project document of the ATFM Project Team provided respectively at Appendix 11 and 12 to the report are endorsed; and* c) *States and Organizations to nominate experts from all relevant ANS areas to support the development of the project.*
Who:	a) *and b) APIRG* c) *States, Core members, Secretariat*
When:	a) *and b) APIRG/27* c) *31 January 2025*
Implementation following-up	

Follow-up required	Yes ⊠ No ☐	Metrics	Metric 1: Endorsed TORs Metric 2: Project team establishment	Means to collect data	Mean 1: APIRG/27 Report Mean 2: Correspondences for nomination of experts Mean 3: Secretariat report ….

Search and Rescue

3.33 The meeting recalled the APIRG/24 Conclusion 24/10, which called for concerted efforts to improve search and rescue (SAR) in the AFI region by harmonizing the implementation of SAR services. The meeting therefore noted with approval the reconstitution of the AFI SAR Technical Experts Team (SAR TET). In line with the APIRG conclusion, SAR workshops are conducted to bring all the regional SAR agencies on the same platform to address the challenges faced in the region.

3.34 The meeting was further briefed on the outcome of the AFI interregional search and rescue workshop held in Luanda, Angola from 17 to 21 June 2024. The workshop presented the provisions of the Annex 12 related to aircraft tracking and supporting aircraft in distress. It also gauged the level of implementation of the SAR action plan developed in the SAR workshop conducted in 2016 in Seychelles, and improved in Shalala - Oman in 2019, which required united effort by all in handing SAR events. Finally, the workshop included a practical SAR exercise (SAREX) to demonstrate the process of resource mobilization during a SAR event.

3.35 The workshop raised some challenges which included insufficient high-level commitment that prevents appropriate provision of effective SAR framework, funding as well as the signing of SAR agreements between States. The meeting took a decision to incorporate high level decision makers and called on ICAO to consider high-level interaction with States on SAR at appropriate for a preferably by 31 October 2025.

AFI ANS Summit

3.36 The meeting was provided with the background as well as challenges related to the conduct of an AFI ANS Summit. The meeting noted that many conclusions and decisions pertaining to the subject matter were issued by APIRG since APIRG/21, however the conduct of the summit is yet to be achieved.

3.37 APIRG/26 through Decision 26/24, tasked IATA and the Secretariat to prepare and conduct the AFI ANS Summit by December 2024. It was noted that several preparatory meetings were conducted virtually to validate the terms of reference of the contributory bodies as well as the roadmap. The meeting

also noted that the main deliverable of the summit will be the ANS Master plan for Africa which is expected to contain guidance for the effective implementation of ANS projects in the region.

3.38   The meeting took note of the physical meeting, in the WORK@Lab format, which was held in June 2024 in South Africa to develop the initial vision, objectives and expected outputs in each ANS area. The meeting was supported by ATNS South Africa with the participation of thirty-one delegates from States and Organizations.

3.39   Although the status report shows good progress towards the Summit, the meeting noted that some outstanding challenges were to be addressed such as the time resource constraint, the low participation of States, the alignment with the APIRG procedural handbook provisions, outcomes of the ongoing Africa aviation gap analysis which are still awaited, the need for clarification on the roles of stakeholders as well as the objectives of the Summit.

3.40   The meeting after discussions agreed that more time should be allocated for better preparation of the Summit. It was also agreed that the terms of reference of bodies supporting the preparation of the Summit should be aligned with the APIRG Procedural handbook provisions. IATA and the Secretariat were called to carry on preparatory meetings using communication means that will allow the participation of all States and organizations to ensure inclusiveness and harmonization. The meeting therefore formulated the following draft Decision:

Draft Decision 7/05: Preparation of the Air Navigation Services Summit					
Why:	*That, to improve the preparation of the AFI Air Navigation Service Summit.*				
What:	a) *the AFI ANS Summit is rescheduled to be conducted by December 2025* b) *the Secretariat to coordinate with key stakeholders to review the ANS Summit related terms of references to ensure its alignment with the provisions of the APIRG Procedural Handbook and* c) *revise the team of experts accordingly.*				
Who:	a) *APIRG* b) *IATA, Secretariat* c) *and d) IATA, Secretariat*				
When:	a) *8 November 2024* b) *8 November 2024* c) *and d) 31 December 2025*				
Implementation following-up					
Follow-up required	Yes ☒ No ☐	Metrics	Metric 1: Deliverables for the Summit Metric 2: ANS summit	Means to collect data	Mean 1: APIRG/27 report Mean 2: Summit TORs Mean 3: Summit reports Mean 4: ANS Master plan Document

		reviewed Metric 3: Established expert teams Metric 4: ANS Master plan endorsed		….

Development in the South Atlantic Area

3.41   The meeting noted the latest developments in the South Atlantic area (SAT) regarding achievements, ongoing activities and issues to be brought to the attention of APIRG.

3.42   It was recalled that the Group of the Improvement of Air Traffic Services over the South Atlantic (SAT) is a technical group whose membership encompasses ICAO Member States responsible for the provision of Air Traffic Services over the South Atlantic, associated Air Navigation Service Providers, and International Air Transport Association (IATA) as well as other relevant stakeholders. Member States are Angola, Argentina, Brazil, Cabo Verde, Cote d'Ivoire, France, Ghana, Morocco, Namibia, Portugal, Senegal, South Africa, Spain, Trinidad and Tobago and Uruguay. The SAT Group includes three main bodies, the SAT Steering Group (SAT SG) and two working groups, i.e. the SAT Implementation Management Group (SAT IMG) and the SAT Safety Oversight Group (SAT SOG). Several projects' teams are established under each body to plan and implement the SAT SG Decisions.

3.43   The SAT handbook section 1.4 b) and 2.3 states that the Africa–Indian Ocean Planning and Implementation Regional Group (APIRG) and all user States should be kept informed of new developments as well as the identification and resolution of air navigation deficiencies in the SAT area. In addition, section 7.1 of the SAT handbook requires that the SAT Steering Group (SAT-SG) shall report to APIRG through its Secretary and to other PIRGs through the accredited ICAO Regional Offices.

3.44   The meeting noted that the three SAT bodies held several meetings which brought some issues that require the close attention of APIRG. These included the domains of responsibilities and applicability in the SAT area which appear to be crucial for both the safety oversight and the harmonization of implementation projects, and the pressing need for the establishment of an air traffic services safety events scrutiny group, which requires involvement of subject matter experts from SAT member States and organizations. The meeting consequently formulated the following draft Decision and Conclusion:

Draft Conclusion 7/06: ATS event scrutiny in the SAT					
Why:	*That, to support the scrutiny of ATS events in the SAT area*				
What:	a) *the inclusion of RSOOs (AAMAC, BAGASOO, SASO) as members of SAT, for scrutiny of ATS events, is endorsed.* b) *ARMA to amend the Collision Risk Assessment output to include separate Collision Risk Estimate results against the Target Level of Safety (TLS) for ATS event scrutiny involving six of the SAT States in the AFI Region.*				
Who:	a) *APIRG* b) *ARMA*				
When:	a) *8 November 2024* b) *30 October 2025*				
Implementation following-up					
Follow-up required	Yes ☒ No ☐	Metrics	Metric 1: SAT Handbook amended Metric 2: ATS Scrutiny events conducted Metric 3: AFI CRA area of applicability amended	Means to collect data	Mean 1: SAT SOG report Mean 2: APIRG report on SAT Mean 3: ARMA report ….

Draft Decision 7/07: Monitoring of activities in the SAT	
Why:	*That to ensure the timely follow up of the potential impact, on APIRG projects activities,*
What:	*the Secretariat to monitor and report on the ongoing SAT area delineation project to ensure that applicable oversight and implementation projects in SAT are consistently coordinated with similar initiatives in the AFI region.*
Who:	*Secretariat*
When:	*31 October 2025*
Implementation following-up	

Follow-up required	Yes ⊠ No ☐	Metrics	Metric 1: SAT activities	Means to collect data	Mean 1: SAT contributory bodies reports Mean 2: Secretariat report

AERODROME OPERATIONS (SAFETY, CAPACITY AND EFFICIENCY)

Runway Safety Activities

3.45   The Secretariat presented 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 members of the Runway Safety Team Project Team (RST PT) who were present for the meeting were assigned the task of reviewing the provisions of the GRASP and the RASP to confirm alignment

3.46   The meeting took a decision and directed that to ensure alignment with the provisions of the Global Runway Safety Action Plan and the Regional Aviation Safety Programme, the Runway Safety Project Team to revise and amend its terms of reference to incorporate the GRSAP and the RASP provisions. The meeting also directed the RST PT to develop a regional runway safety action plan for submission at the AAO/SG8 meeting for consideration.

3.47   The Secretariat informed the meeting that a Runway Safety Go Team activity took place in Maputo, Mozambique on 1st to 4th July 2024 supported by Runway Safety Team members. The Secretariat also informed the meeting that a Runway Safety Team (RST) workshop for the ESAF States is scheduled in 24th to 26th September 2024 in Eswatini, and a webinar on the operational performance of RST is planned for the WACAF States at a date to be determined.

3.48   The Secretariat also recalled the APIRG/22 Conclusion 22/19, which requested States to ensure the establishment of effective Runway Safety Teams at their aerodromes used for international operations. Only 41 international airports out of 116 have established RSTs making it only 35.34% in both the ESAF and WACAF regions.

3.49   The meeting noted the slow rate of establishment of RST s and agreed to enhance the rate through increased activities jointly with other Runway Safety Partners such as IATA And ACI. The meeting also called on RSOOs to work together with ICAO to support the activities of the RST Project team aimed at increasing the number of active Runway Safety Teams at International Airports.

A-CDM Project Team Activities Report

3.50   The Aerodrome Collaborative Decision Making (A-CDM) project team presented the progress made 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.

3.51   The meeting was also informed that the project team had developed a draft A-CDM Implementation Guide to ensure harmonization and reduce duplication of efforts. The guide includes provisions for harmonising A-CDM B0/1 "Airport CDM Information Sharing," which will foster improved collaborative decision-making among aerodrome stakeholders.

3.52   The meeting noted the progress of the A-CDM PT and requested the project team to develop an implementation gap analysis template and generic implementation documents to facilitate A-CDM implementation. A validation workshop will be conducted by 30 October 2024, to review the templates and best practices documents for implementation of A-CDM B0/1 by States. The ACDM Project team submitted the draft project Document and Draft Implementation guide which is attached as Appendix **14** to this report. The meeting recommended the conduct of a validation workshop by October 2024 to review the documents.

Aerodrome Certification Project Team Activities Report

3.53   The Aerodrome Certification Project Team informed the meeting on the progress made towards reviewing and revising the approach to increase the rate of Certification. Some of the Strategies proposed included encouragement of States to amend their list of aerodromes in the Air Navigation Plan (ANP) in order to remove Airports that are not used for international operations. The Aerodrome Certification Project team also that in order to enhance the process for Aerodrome Certification, the project team will assist some of the States remotely. This will preferably be support related to document development.
. The meeting was also informed that the Aerodrome Certification rate had improved from 38 % to 43% in the region.

3.55   In order to enhance States' capacities in aerodrome certification, the project team called on the ICAO Regional Offices, Regional Safety Oversight Organizations (RSOOs) IATA and ACI to enhance their support through capacity-building programs and technical assistance activities. The meeting called on ICAO to fast-track the guidance on the certification of joint use civil - military aerodromes.

3.57   The meeting also requested States that have not done so to commit to the full implementation of their corrective action plans (CAPs) related to aerodrome certification and to actively participate in capacity-building initiatives. The meeting further urged regional organizations to facilitate the sharing of

expertise and resources among member States, fostering a collaborative approach to aviation safety oversight specifically aerodrome certification. The project team informed the meeting that the Project Document was under revision following the training on Project definition and costing. The document will be submitted once completed.

Training and Qualification Project Team Activities Report.

3.58   The Training and Qualification Project Team recalled that the AAO/SG6 recommended that the project document be updated to include aerodrome operators' comments on the survey that had been carried out. The Project team informed the meeting that the team had included the input of aerodrome operators as a deliverable for the Project. The meeting was also informed that the team had included survey on course developers and instructors who are instrumental in the implementation of the project and the sustainability of aerodrome experts' capacity building in the region.

3.59   The meeting further noted that in revising the project document, the 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.

3.60   The Training and Qualification Project Team further indicated to the meeting that there was need for more project team members to join the Project team. The project team further informed the meeting that the project document had been reviewed and will be submitted to the regional offices once all the proposals have been incorporated.

Membership of aerodrome operations (AOP) Project Teams

3.61   The meeting noted that the list of AOP project team members was not up to date as it includes retired State representatives or inactive members. Also, some active members were not included in the list. The meeting recommended that the list be updated. The Secretariat was tasked to follow up with the States and Organizations for this purpose.

AGENDA ITEM 4: REGIONAL AIR NAVIGATION PLAN

Update of AFI eANP

4.1   The meeting was updated on the ongoing process of amendment of the Air Navigation Plan (ANP) Volume I and II. The delegates were reminded that all changes in ANP Volume I and II were to be made through the proposal for amendments (PfA) process.

4.2   The meeting noted that in April and May 2024, ICAO conducted two awareness workshops on the ANP Volume I and II as well as the PfA of ANP. States were expected to provide accurate and consistent information in the relevant sections of the two volumes to enable the effective conduct of the PfA. However, it was noted that many States have not provided their information as expected or that information provided was either incomplete or inconsistent with the content of their AIPs.

4.3   The meeting urged States which have not done so yet to actively provide their information to enable the finalization and submission of the PfA of ANP Volume I and II. The meeting then called on Secretariat to ensure the finalization of the amendment of the Volumes I and II of the Regional air navigation plan (eANP) and keep the three Volumes of the regional air navigation Plan consistent and up to date by 31 October 2025.

Annual Air Navigation Report

4.4   The meeting was updated on the progress made on the AFI annual air navigation report. It was noted that first edition of the annual air navigation report (AANR) was published on 31 December 2023 as guided by APIRG/26. The meeting also noted that the AANR was made available to all stakeholders in electronic version and posted on the ICAO ESAF and WACAF websites. Hard copy of the AANR were also printed and circulated during the ninth AFI aviation week held in July 2024 in Libreville, Gabon.

4.5   The meeting was informed that the second edition of the annual air navigation report is being developed by the team. It was highlighted that the second edition will focus on ASBU implementation in the AFI region; and that a data collection form was circulated to States and organizations to collect information on initiatives and projects accrued out in modernizing their air navigation services and facilities. However, the meeting noted the very low level of responses from States and therefore urged the latter to cooperate by providing information on local initiatives to enable a timely and successful publication of the AANR.

AGENDA ITEM 5:   AIR NAVIGATION DEFICIENCIES

Management of Air Navigation Deficiencies

5.1   The meeting was updated on the performance of the region in eliminating deficiencies. The meeting noted that although the AANDD platform became operational since 2023, no State nor organization has reported a deficiency on the platform. The meeting also noted that two workshops on the air navigation deficiencies and the management of AANDD were conducted back-to-back in April and May 2024 at ICAO Dakar Office to train focal points on the use of the platform. The hybrid workshop was conducted in English and French.

5.2   The meeting encouraged States and organizations to make effective use of the many benefits provided by the AANDD platform as a national reporting tool and as a decision-making reference material.

5.3   The meeting also invited States and Organizations that have not done so to actively nominate and train their AANDD focal points and to subsequently establish and operationalize their national air navigation deficiencies management committee.

AGENDA ITEM 6:   ACTIVITIES TO BE COORDINATED WITH THE RASG-AFI SSTS

Airspace activities to be coordinated with the RASG-AFI

RVSM Guidance material.

6.1   The meeting was informed of ongoing activities carried out by ARMA for the AFI region. It was noted that ARMA has developed a RVSM guidance material for the Africa Indian Ocean region that is based on European Guidance Material for the Certification and Operation of State Aircraft in European RVSM Airspace and which would be beneficial for regional adoption.

6.2   The material aims to align the Africa Indian Ocean RVSM requirements due to the low levels of compliance and understanding on the different roles each stakeholder plays when it comes to regional compliance on RVSM. The meeting noted the need for RASG-AFI to sensitize their members on the provisions of the guidance material and called on secretariat to facilitate.

6.3   The meeting was reminded that the document that has been in development since July 2022 is a domesticated version of ICAO Doc 9937. States were called upon to review and provide their contributions to improve the document. The draft version of the guidance material is at **Appendix 15** to this report. The meeting therefore agreed on the following draft conclusion:

Draft Conclusion 7/08: Guidance Material for the continued monitoring of AFI RVSM Airspace	
Why:	*That, to enhance State's capability of monitoring of RVSM airspace above their territory,*
What:	a) *States to review and provide contribution to the draft guidance material and* b) *ARMA to submit the consolidated final draft version of the guidance material for endorsement by APIRG.*
Who:	a) *States* b) *ARMA*

When:	a) 30 March 2025 b) 30 July 2025				
Implementation following-up					
Follow-up required	Yes ☒ No ☐	Metrics	Metric 1: State's feedback received Metric 2: guidance material finalized	Means to collect	Mean 1: State's response letter Mean 2: AAO/SG 8 Report

ADS-B Height Monitoring in RVSM Airspace.

6.4   The meeting was informed on the ARMA project to use ADS-B data to perform height monitoring in the AFI RVSM airspace by calculating the Altimetry System Error using. 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.

6.5   It was recalled that APIRG/22 through Conclusion 22/40 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.

6.6   The meeting discussed the current level of equipage of fleet utilizing AFI RVSM airspace, especially African based aircraft. It was noted that no updated statistics were available to assess the status of readiness of States and airspace users. However, it was recalled that some AFI States had already published the AIC for the ADS-B mandate to be effective in June 2025. The meeting recalled APIRG/22 Conclusion 22/40 on the ADS-B mandate and noted that the effective date was overdue with very low progress. The airspace users requested for an extension of the effective date to enable complete upgrading of their equipment. The States also informed that they need to put in place a regulatory framework for ADS-B mandate and issue the related aeronautical information circular. In order to enhance the implementation and incorporate the request from the stakeholders. The meeting agreed on the following draft Conclusion:

Draft Conclusion 7/09: ADS-B Height monitoring implementation in RVSM airspace				
Why:	*That, to enable an effective height keeping monitoring of all aircraft in the AFI RVSM Airspace,*			
What:	a) *ARMA to conduct a survey on the rate of aircraft equipped with ADS-B 1090Mhz Extended Squitter* b) *States to reschedule the publication of the mandatory carriage of ADS-B for new aircraft operating in State's RVSM Airspace* c) *Non-ADS-B equipped aircraft operating in AFI RVSM Airspace to comply with mandatory carriage of ADS-B.*			
Who:	a) *ARMA* b) *States* c) *Airspace users*			
When:	a) *30 March 2025* b) *31 December 2026* c) *31 December 2028*			
Implementation following-up				
Follow-up required	Yes ☒ No ☐	Metrics	Metric 1: Survey conducted Metric 2: State's AIC Published on ADS-B Mandate Metric 3: Non-ADS B aircraft retrofitted	Means to collect	Mean 1: Survey report Mean 2: Record of State's AIC Mean 3: ARMA Report

Magnetic North and True North.

6.7　　　　South Africa informed the meeting that they were members of the ICAO task force that is discussing matters related to the proposed change from use of Magnetic North to True North as a reference system for heading and tracking operations.

6.8.　　　　The meeting was also informed that a survey had been initiated by the panel and States were required to forward the survey results to the ICAO task force by 31 October 2022 which was overdue. The outcomes of the survey may be used to assist ICAO in developing plans and strategies for migrating from magnetic to true north reference system for heading and tracking in air operations. The meeting noted the need for coordination between APIRG and RASG-AFI on the subject when the

proposal matures for implementation.

AGENDA ITEM 7:   IMPLEMENTATION CHALLENGES OF THE SUB-GROUP

Implementation challenges in Aerodrome Operations and Planning (AOP)

7.1   The Aerodrome Operations and Planning (AOP) breakout session meeting discussed some of the implementation challenges especially related to the project's definition and drafting. The meeting noted that a webinar had been conducted on the subject but there was still need for further awareness to enhance the capacity of the project team members who were new. The meeting requested the Secretariat to conduct a virtual webinar on the subject to enhance capacity in the region.

7.2   The meeting further noted that some project team members had separated from the Civil Aviation Authorities or Air Navigation Service Providers without being replaced. This had put a lot of burden on the few experts who had to carry out the project activities. The meeting called on Stats and Organizations to increase capacity building in order to have sufficient experts to support regional activities.

Implementation challenges in Airspace Operations

7.3   The meeting noted that the number of experts supporting its activities in ATM/SAR projects has been diminishing in the recent past. This is attributed to natural attrition within the States without replacement as well as inadequate capacity by the experts within the States to support the Subgroup. Some of the experts are also engaged in State activities that may not allow them sufficient time to participate in the Group's activities. In addition, it was noted that there is no official information on the experts available in the region that will enable an effective use of human resources in support of APIRG projects. The meeting therefore formulated the following Draft Decision:

Draft Decision 7/10: AAO Repository of experts	
Why:	*That, to enable an effective implementation of air navigation services and facilities in the region,*
What:	*the Secretariat to develop a dynamic repository of Airspace and Aerodrome Operations experts to support the effectiveness and continuity of APIRG projects.*
Who:	*Secretariat*
When:	*31 October 2025*
Implementation following-up	

Follow-up required	Yes ☒ No ☐	Metrics	Metric 1: Developed repository	Means to collect	Mean 1: APIRG Report

7.4   The meeting also noted that, many ATM contingency events occurred in the region since 2022,

namely in ASECNA airspace as well as in Sudan, Gabon, Niger and Eritrea which caused significant disruption to the normal flow of traffic. It was observed that the activation of the contingency plans by the ANSPs and States were not carried out appropriately due to some challenges related to the inconsistencies in the published contingency plans, lack of preparation, lack of coordination and ambiguous definition of responsibilities at regional and States' levels. In light of the above the meeting formulated the following Decision to enhance awareness of State's focal Points on ATM contingency planning and arrangements.

Draft Decision 07/11: ATM contingency awareness					
Why:	*That, to increase awareness of State's and organizations focal points on the ATM Contingency planning and management,*				
What:	*the Secretariat to conduct at least one air traffic management contingency planning and management awareness workshop for the AFI region.*				
Who:	*Secretariat*				
When:	*31 December 2024*				
Implementation following-up					
Follow-up required	Yes ☒ No ☐	Metrics	Metric 1: workshop conducted	Means to collect data	Mean 1: Secretariat report to AAOSG/8

AGENDA ITEM 8: PROPOSED RECOMMENDATIONS/ACTIONS TO BE TAKEN BY ICAO HQ

8.1   The meeting noted that some of the trainings developed by ICAO HQ are usually in English. The ESAF and WACAF Region had States that speak both English and French while there are others that speak Portuguese and Spanish.

8.2   The meeting recommended ICAO to consider developing trainings in at least English and French to meet the needs of most of the States.

8.3   The meeting was presented with information on the on-going work on the move from Magnetic North to True North for air navigation heading and tracking. The meeting noted with concern that a number of ongoing developments at the ANB panels were often completed without input from the regions. The meeting therefore called upon the Secretariat to coordinate with ICAO HQs on the need for HQ to ensure that work of the panels that may require global implementation is discussed at the regional levels especially within the Sub-groups for regional input before they are presented at the air navigation conference for endorsement.

AGENDA ITEM 9:   REVIEW OF THE TERMS OF REFERENCE (TOR) AND WORK PROGRAMME OF THE SUB-GROUP

Terms of Reference of the Sub-Group

9.1   The Secretariat recalled the APIRG/25 & RASG-AFI/8 joint session Decision 4/04 on the Enhancement of APIRG and RASG-AFI Structure, which tasked the Secretaries of the two groups to study the feasibility of combining APIRG and RASG AFI into one entity.

9.2   The Secretariat presented the latest developments concerning the enhancement of the APIRG and RASG-AFI structure.

9.3   The meeting was informed that the draft procedural handbook of the new structure was developed and will be circulated to States and Organizations for inputs. States and Organizations were encouraged to review the draft Procedural Handbook, which includes the AAO/SG terms of reference, and provide feedback as appropriate.

Work programme of the Sub-Group

9.4   The Secretariat presented a proposal for the future work programme of the AAO/SG which highlighted the main activities to be conducted such as coordination with project teams, review of the Project's progress as well as preparations activities of the AAO/SG8 scheduled for mid-2025. The meeting agreed on the proposed AAO/SG work programme as provided at **Appendix 16**. The following draft Decision was formulated.

Draf Decision 7/12: Future work programme of AAO Subgroup	
Why:	*That, to enable the AAO Subgroup to effectively support APIRG in discharging to its responsibilities,*
What:	*the future work programme of the subgroup at appendix 16 to the report is endorsed.*

Who:	*APIRG*			
When:	*8 November 2024*			
Implementation following-up				
Follow-up required	Yes ☐ No ☒	Metrics	Metric 1: NA	Means to collect	NA

AGENDA ITEM 10: REVIEW OF THE DRAFT CONCLUSIONS/DECISIONS/ACTIONS OF THE SEVENTH MEETING OF THE AIRSPACE AND AERODROME OPERATIONS SUB-GROUP (AAO/SG 7)

10.1 The meeting reviewed and adopted the draft Conclusions and Decisions as well as actions agreed to be undertaken by the Airspace and Aerodrome Operations Subgroup to foster the implementation of outstanding Conclusions and Decisions.

AGENDA ITEM 11: ANY OTHER BUSINESS

11.1. There was no other business to be discussed by the subgroup.

Closing ceremony

11.4 The acting Chairperson of the Sub-group provided a summary of the discussions of the meeting as well as the main outcomes.

11.5 The meeting was officially closed by the Deputy Regional Director of the ICAO ESAF Office, Mr. Arthemon Ndikumana. In his closing remarks, Mr. Ndikumana, first made a communication on the ICAO new vision through the Long-Term Aspirational Goal (LTAG) which will replace the current five Strategic Objectives.

11.6 He expressed his gratitude to the participating States and Organizations for their continued support to ICAO initiatives and activities. He emphasized the need to have updated versions of Volume I, II and III of the AFI eANP and to continuously report on the implementation with regards to ASBU elements.

11.7   He thanked the acting Chairpersons, for their invaluable contribution to the success of the 7th meeting of the AAO/SG. He also thanked the participants for their contributions and for the quality of the meeting outcomes that are meant to address regional air navigation issues. He wished all the participants journey mercies back home and officially closed the meeting.

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