



ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

Seventh Meeting of the APIRG Infrastructure and Information Management Sub-Group (IIM/SG7)

Dakar, Senegal, 5 - 8 August 2024

Agenda Item 3: Achievements in Infrastructure and Information Management

3.5. Other Air Navigation initiatives

IP3.5A Update on the Enhancement of APIRG and RASG-AFI Structure

(Presented by the Secretariat)

SUMMARY	
<p>The Joint Session of the APIRG/26 and RASG-AFI/9 meetings held in Cotonou, Benin, from 6 to 10 November 2024 discussed the merging of the two groups into a single entity.</p> <p>This paper provides an update on the actions taken with regard to the enhancement of APIRG and RASG-AFI</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 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.

- 1.2. 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).
- 1.3. 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.
- 1.4. 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.
- 1.5. The main purpose of the Regional Aviation Safety Group for Africa-Indian Ocean (RASG-AFI) is to develop an integrated, data-driven strategy and implement a work programme that supports a regional performance framework for the management of safety.
- 1.6. 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).
- 1.7. 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.
- 1.8. 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.

2. DISCUSSION

- 2.1. 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.
- 2.2. 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 into two options.

- 2.3. In evaluating the advantages and disadvantages identified for each of the two options, many States and Organizations supported the Structure 1 (see attachment), 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.
- 2.4. The Joint Session of APIRG/26 & RASG-AFI/9 meetings, therefore requested the Secretariat once done, to coordinate with Chairpersons for an APIRG and RASG-AFI extraordinary joint meeting to review and approve the proposals.
- 2.5. The Extraordinary Joint Meeting APIRG and RASG-AFI held in Libreville, Gabon on 19 July 2024 reviewed and endorsed the new Structure and discussed the related Draft Procedural Handbook of the Group and the new Working Methods.
- 2.6. The meeting requested the Secretariat to circulate the draft Procedural Handbook to States and stakeholders, collect their additional contributions by 30 September 2024, and finalize the Handbook, for consideration by the next APIRG and RASG-AFI meeting.

Mandate of the Group

- 2.7. The Africa- Indian Ocean Aviation System Planning and Implementation Group (AASPG) has the obligation to apply the most effective and efficient organizational structure and meeting modalities that best suit the characteristics of the AFI region's implementation work programme, while maintaining to the extent possible, alignment with the Termes of Reference, the regional work programme, the Global Air Navigation Plan (GANP, Doc 9750), the Global Aviation Safety Plan (GASP, Doc 10004), as well as taking into account aspects of Global Aviation Security Plan (GASeP) by ensuring effective coordination and cooperation between all States and stakeholders.
- 2.8. The AASPG is primarily responsible for the development and maintenance of its primary regional plans namely the AFI Air Navigation Plan (ANP, ICAO Doc 7474) and the Regional Aviation Safety Plan (RASP).
- 2.9. The Group is also responsible for the identification and resolution of deficiencies pertaining to safety oversight and implementation activities. It is a planning and coordination mechanism and, while implementation is the responsibility of States, AASPG can play a significant role in supporting the implementation of Standards and Recommended Practices (SARPs) as well as regional requirements.
- 2.10. AASPG will build on the work already done by APIRG and RASG-AFI as well as States, ICAO Regional Offices and existing regional and sub-regional organizations to support the development, maintenance and implementation of the regional plans.

Transitional arrangements

- 2.11. Transitional arrangements were also presented to the Extraordinary Meeting of APIRG and RASG-AFI held in Libreville. The meeting agrees to discuss these transitional arrangements at the next meetings of APIRG and RASG-AFI to be held in November 2024 in South Africa.

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) Encourage States and organizations to review the draft Procedural Handbook once circulated.

Appendix A: Organizational Structure of the Group

