



INTERNATIONAL CIVIL AVIATION ORGANIZATION
Fourth Meeting of AFI Region Directors General of Civil Aviation (DGCA/4)
(Matsapha, Manzini, Swaziland, 8 to 9 November 2010)

Agenda Item 4: Air Navigation

4.1 Challenges in addressing long-standing air navigation deficiencies (Outcomes of APIRG/17 Meeting)

Report on Tactical Action Group (TAG) Activities

(Prepared by ICAO and IATA)

(Presented by TAG Secretary)

SUMMARY

This paper presents a brief summary of the results of the TAG meetings since APIRG17 and it shows in a graphic format the Air Safety Reports (ASRs) trends on an FIR by FIR basis.

1. INTRODUCTION

1.1 In 2009, due to a high number of Unsatisfactory Condition Reports (UCRs), TAG identified a need to conduct TAG technical assistance missions to a number of States in order to address safety concerns with their respective CAAs. Some of those missions were carried out while some have not been conducted yet due to lack of support from target States in approving the missions.

1.2 AFI States, in compliance with the SP AFI/08 RAN direction, must recognize and adhere to the TAG mechanism and accept TAG visits as required, and engage them in dialogue and action plans for implementation of corrective measures for identified deficiencies.

2. ACTION BY THE MEETING IS IN PARAGRAPH 3.

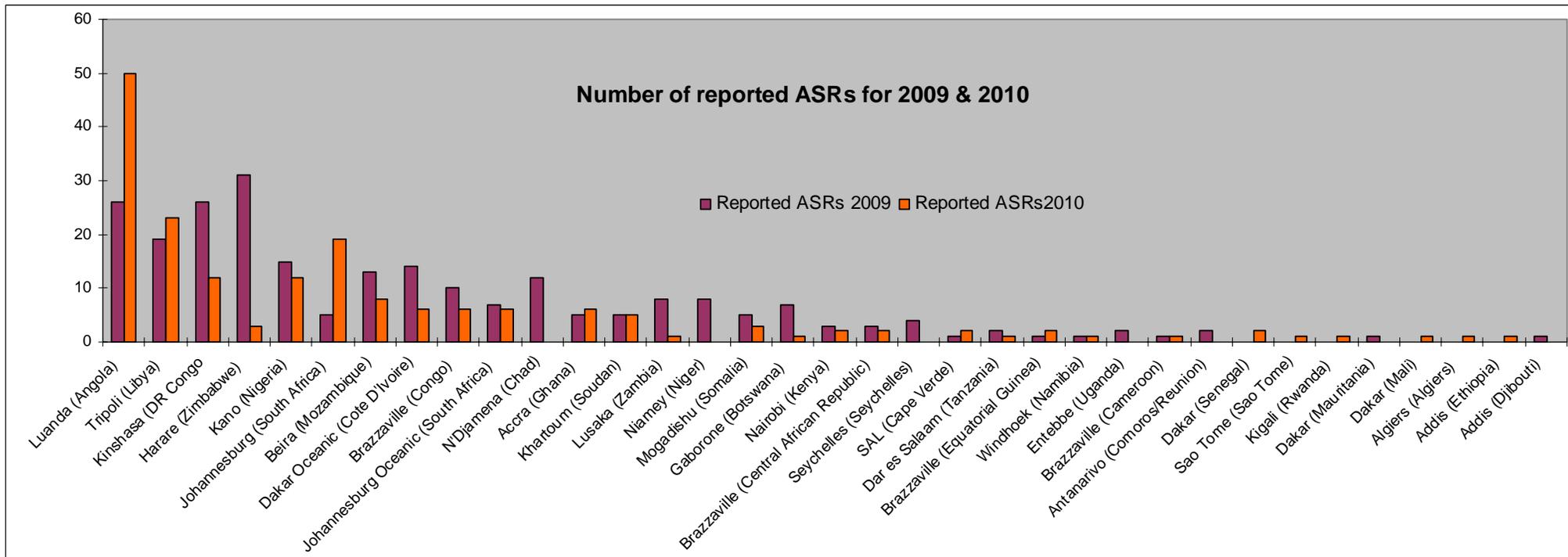
2.1 APIRG/17 Conclusion 17/71-*Approval of visits*, requests that, in support of the establishment of a Tactical Action Group for the AFI Region, as endorsed by the SP AFI/08 RAN Meeting in its recommendation 6/7, States, as a matter of priority, make all efforts to assist and comply with requests from the TAG group.

2.2 At the initial meeting of the TAG held in May 2009, there was agreement that in order to advance the work of the TAG and in compliance with the Terms of Reference (TORs) and Work Programme established by the SP AFI/08 RAN, the TAG would review on a bi-weekly basis Unsatisfactory Condition Reports (UCRs) also known as Air Safety Reports (ASRs) with the aim of reducing their number and frequency of occurrence.

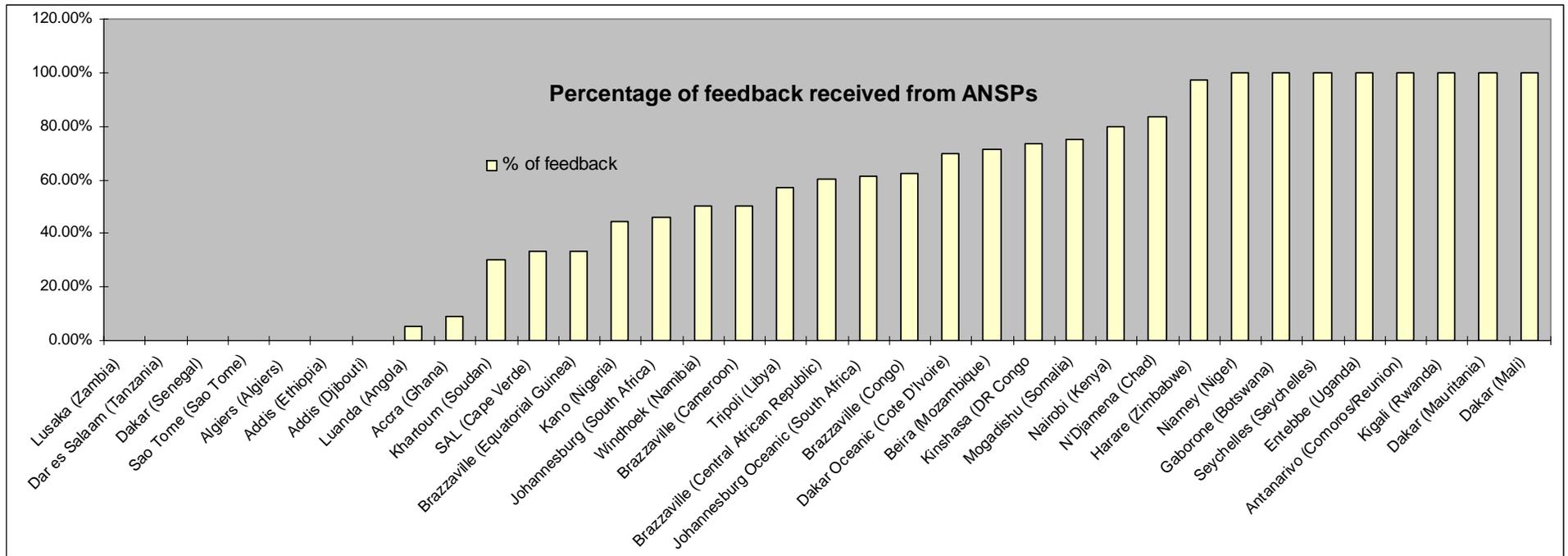
3. DISCUSSION

3.1 Total number of ASRs/UCRs per FIR (separated by State)

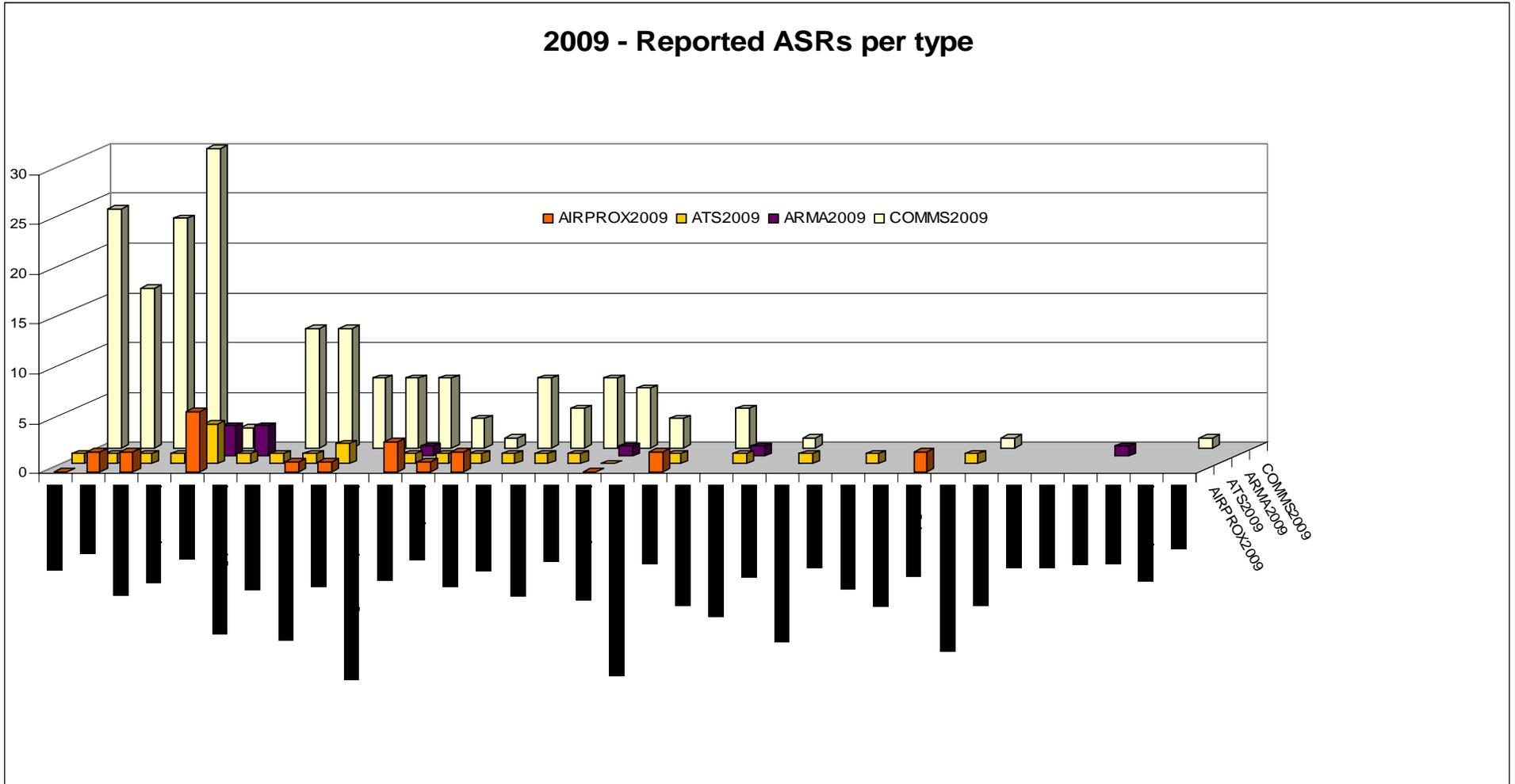
The total number of ASRs/UCRs is indicated for period 01 July 2009 to 31 December 2009 and for period 01 January 2010 to 30 June 2010.



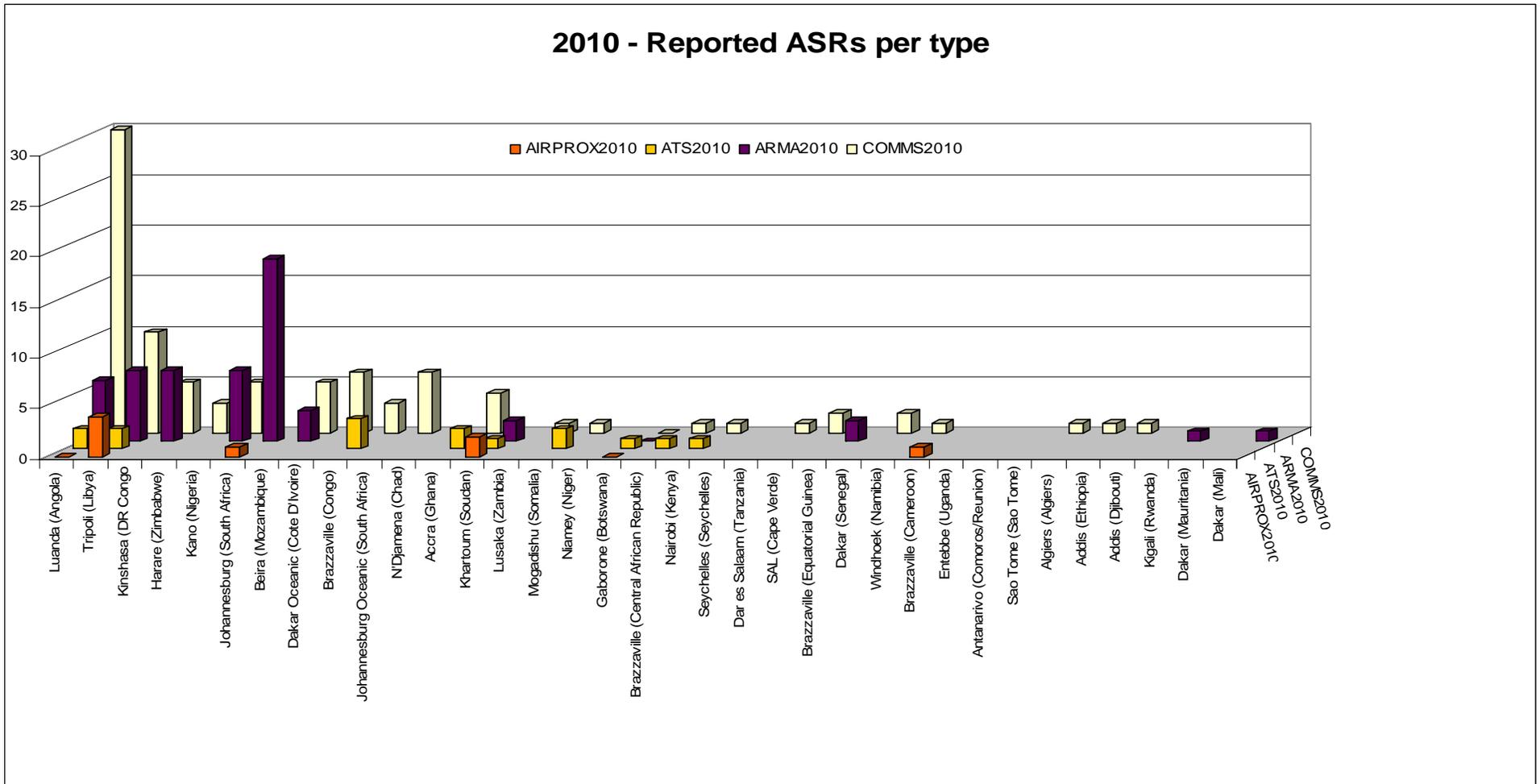
3.2 Percentage of feedback received from ANSPs on reported ASRs/UCRs by TAG



ASRs/UCRs for period 1 July 2009 to 31 December 2009 sorted per type



3.1 ASRs/UCRs for period 1 January 2010 to 30 June 2010 sorted per type



3.5 As it can be seen from the previous charts, there is a high number of ASRs/UCRs in general in the Africa-Indian Ocean (AFI) Region. However, certain States or FIRs, seem to have a preponderance of events occurring in their airspace. In this regard, the TAG had identified a need to conduct technical assistance missions to a few of the States with a large number of UCRs and/or States that are not responding to TAG queries about UCRs.

3.6 It has been identified that the two biggest barriers TAG has found in carrying out its work has been the lack of response by State authorities in attempting to secure State mission approvals in a timeframe compatible with the urgency identified by the TAG and the naming of an individual in each State to be the TAG point of contact.

4. **ACTION REQUIRED**

4.1 The meeting is invited to:

- a) Note the information collected by the Tactical Action Group concerning Unsatisfactory Condition Reports (UCRs) / Air Safety Reports (ASRs) in the AFI Region; and
- b) Urge States to cooperate fully with the TAG in its efforts to address the UCRs/ASRs through the conduct of missions and other means.

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