



ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

**THIRTEENTH MEETING OF THE AFI TACTICAL ACTION GROUP
(TAG/13)
(VIRTUALLY, 26 OCTOBER 2021)**

Agenda Item 2: *Status of implementation of TAG/12 Report*

2.1 STATUS OF IMPLEMENTATION OF TAG/12 REPORT

(Presented by the Secretariat)

SUMMARY

This paper presents the status of implementation of conclusions and discussions emanating from the **TAG/12** meeting held in **Johannesburg, South Africa**, from **13 March 2020**.

Reference:

TAG/12 Summary of Discussions

Action required: *See paragraph 3*

1. Introduction

- 1.1 This Working Paper presents the status of implementation of the Summary of Discussions by the TAG/12 meeting held in Johannesburg, South Africa, from 13 March 2020.
- 1.2 Follow-up actions indicated in the below table have been established according to information available at the Secretariat.

2 Discussion

- 2.1 The TAG/12 meeting discussed eight (8) Agenda items and formulated a number of action items to be implemented by States and TAG members.
- 2.2 Based on this the Secretariat developed the Summary of Discussion which was presented to States, international organizations at the AAO-SG/4 meeting.

2.3 The table presented in **Appendix** to this working paper is submitted for the TAG members to provide updates on the status of implementation and decide on the validity or otherwise of the actions required.

3. Action Required

The meeting is invited to:

- a) Review and up-date the implementation status of the Summary of Discussions as **Appendix** to this working Paper.
- b) Agree on any other follow-up action thereon.

Appendix

STATUS OF IMPLEMENTATION OF TAG12 REPORT

Agenda Item	Action Required	Status	Action By
3	<ul style="list-style-type: none"> • States to ensure recurrence training and proficiency check in procedural control for ATCOs. • ANSPs to review procedural control procedures (SOPs) to include capacity challenges in case of radar unavailability. • Pilots operating in aerodromes in close proximity to be vigilant with established procedures. • ANSPs to review procedures for aerodromes in close proximity. • States to conduct investigations and provide comprehensive reports. • ANSPs to ensure adequate staffing at all times • ANSPs to provide OJTI training to controllers who provide on the job training to trainees • State/ANSPs to ensure mandatory reporting is adhered to. • States/ANSPs to ensure requirement for readback/hear back is adhered to. • ANSPs to ensure review of LOPs when changes are made to airspace structure or operations • Continuous cultivation of the Safety Culture. • Operators to adhere to the regional procedures at/near boundary/handover point unless coordinated. 		

4	The meeting recommended the need for more awareness on the new taxonomy in order to assist those conducting incident investigation to produce outcomes which are in line with standardized way of analysing and reporting ATS incidents		
6	Kenya was urged to address the issues involving the safety concerns in the airspace around Wilson airport.		
	The TAG expressed concerns regarding an incident which occurred in Gaborone FIR and the feedback from Botswana which indicated that all ACC frequencies were combined into one ATC working position, there is echoing/interference on ATC frequencies, shortage of air traffic controllers and increased workload.		
	The meeting expressed concerns regarding the UCR which occurred in Mogadishu FIR where the flight was forced to descend against protestation from the flight crew and noted the high number of such incidents in the FIR and urged ICAO ESAF to send a formal letter to Somalia to urged them to stop ATC from issuing clearances while providing flight information services.		
	The meeting also noted with concern the UCR that occurred in Dakar Oceanic FIR regarding confusion on which ATC unit issued a CPDLC climb message to Air Portugal. The meeting recalled previous UCRs incidents regarding the use of CPDLC by Air Portugal and requested Senegal, ASECNA and IATA to follow up for more information on the incident in order that appropriate and timely action could be taken to prevent recurrence.		
	AIAG secretariat to conduct more awareness on the new AIRPROX / Mid Air Collision (MAC) Taxonomy.		
	The Conflict Probing methods and procedures be considered and included in ATC systems and operations in order to better manage traffic and reduce the number of separation losses.		

7	The high level of LHDs in the Horn of Africa was of great concern. The meeting recommended a coordination meeting be arranged by the ESAF RO to address the coordination failures as a matter of urgency.		
8	ICAO ESAF RO to take over the secretariat of the quarterly teleconferencing.		
	Due to the challenges encountered on holding monthly teleconference it was proposed to hold the meeting on a quarterly basis.		
	TAG to carry out analysis on the trends and provide tactical actions.		
	Group to be setup to review the TOR of TAG – Nigeria to lead the team. The group to include AIAG chairperson, South Africa, ASECNA, IATA and Kenya with ICAO as secretariat. To completed by end of September 2020 to allow for it to presented at the APIRG/23 meeting.		
9	The dates of AIAG/TAG and venue has been an issue of discussion at ICAO HQs and the States who find it coinciding with the ATM Global conference; IATA was requested to consider the information and through their own system see if it possible to change the dates to enable some senior ATM officers to attend.		