



ICAO

**Twenty-Second Meeting of the AFI Planning and Implementation Regional Group
(APIRG/22)
(Accra, Ghana, 29 July – 2 August 2019)**

Agenda Item 2: Performance Framework for Regional Air Navigation Planning and Implementation

UPDATE ON AIR TRAFFIC MANAGEMENT AND SEARCH AND RESCUE MATTERS

(Presented by Secretariat)

SUMMARY	
<p>This paper presents updates on ATM and SAR matters in the report of the Second Meeting of the APIRG Airspace and Aerodrome Operations Sub-Group (AAO SG/2) and also on the ATM and SAR items which are part of the AAO SG projects.</p> <p>Action by the meeting is at paragraph 3</p>	
<i>Strategic Objectives</i>	<p>A – Safety, B – Air Navigation Capacity and Efficiency, D – Economic Development of Air Transport, and E – Environmental Protection.</p>

1 INTRODUCTION

1.1 This paper is intended to provide updates on ATM and SAR matters in the AAO SG/2 reports as well as other regional ATM & SAR programmes.

2. DISCUSSION

2.1 Following the outcomes of the AAO-SG/1, there have been challenges with regards to the establishment of the project teams, mainly due to inadequate responses from States to the State Letter which requiring the nomination of experts.

2.2 It is to be noted, as a result of the aforementioned, that some of the planning and implementation dates for some of the projects as indicated in the AAO SG/2 report have elapsed. This working paper will therefore provide the meeting with the necessary updates which should be taken into account in making decisions and conclusions going forward.

2.4 Updates on ATM and SAR Projects (Airspace)

2.4.1 Performance Based Airspace Concept.

2.4.1.1 In order to provide understanding of the PBN airspace concept, three courses were organized in Dakar, Dar es Salaam and Entebbe, through collaboration between the African Flight Procedures Programme (AFPP) and the ICAO Regional Offices.

2.4.1.1 The current status of PBN implementation in the AFI Region is 66.7%. However, there is 0% implementation of PBN with Continuous Climb Operations (CCO) and Continuous Descend Operations (CDO) due to lack of expertise in the region. ICAO in collaboration with the African Flight Procedure Programme and Technical Cooperation Bureau (TCB) is recruiting an expert with the requisite qualification and experience to assist in this regard. In addition, ICAO has made provision under its Special Implementation Projects to organize a workshop in the AFI region to provide awareness and support in PBN with CCO/CDO implementation. The status of PBN implementation for individual States in the AFI Region is presented in **Appendix-B** to this working paper.

2.4.2 ASCAAR Project

2.4.2.1 Some conclusions on ASCAAR project implementation activities and timelines reported in the AAO SG meeting have elapsed. Further updates on the project will be provided to the meeting by Kenya as the project lead.

2.4.3 RVSM & Operational Safety in ATS

2.4.3.1 The AFI Region still has issues to deal with RVSM post-implementations. Further details and recommended actions are provided in the reports of the AFI ATS Incidents Analysis Group (AIAG), ARMA and Tactical Action Group (TAG).

2.4.4 Contingency Planning and Operational Coordination (CPOC)

2.4.4.1 ICAO organized two workshops in collaboration with IATA and provided assistance in the development of an AFI Region ATM Contingency Plan which incorporates Volcanic Ash Contingency and Public Health Emergency. Further details and recommended actions are provided in a working paper by Nigeria as the leader of the AFI Regional Contingency Coordination Team.

2.4.5 Civil/Military Cooperation & FUA Seminar/Workshops

2.4.5.1 Current global events such as Flexible Use Airspace, RPAS, Unmanned Aircraft System (UAS) Traffic Management (UTM), Cyber Safety and Resilience of Air Navigation Systems, Conflict Zones, etc. have underscored the importance of Civil/Military Cooperation, and brought into sharp focus, the need to assign higher priority to Civil/Military Cooperation both at the national and regional levels.

2.4.6 Search and Rescue

2.4.6.1 Understanding has been reached with ECOWAS for the use of funding assistance provided by the African Development Bank through the RAF19805 PASTA-CO ECOWAS SAR project to support the ongoing SAR activities in the region, which was initiated and funded by the AFI Plan. It is estimated that the funding provided for by the AFI Plan and PASTA will provide assistance to twelve (12) WACAF States.

2.4.6.2 A second ICAO interregional Search and Rescue workshop jointly organized by ICAO AFI, APAC, EUR and MID an is being hosted in Salalah, Oman, from 26 to 29 August 2019, at the kind invitation of the government of Oman.

3 ACTION BY THE MEETING

3.1 The meeting is invited to take note of the updates and proposals recommended in the working papers submitted by the project team leads, States and other organisations and decide on the appropriate course of action.

APPENDIX A

	PROJECTS	PROJECT IMPLEMENTATION STATUS	% OF COMPLIANCE IN AFI	CHALLENGES
1	PBN Airspace Concept (Airspace Design) and AFI Optimized Route Trajectories and Airspace (AORTA)	- 80% implementation of PBN - 0% implementation of CCO and CDO	66.7% (*)	Availability of CCO/CDO Expertise
2	AFI SSR Code Allocation and Assignment Review(ASCAAR)	Revised AFI SSR Code Management Plan and Four Participating Areas proposed	50% (*)	Elapsed implementation timelines
3	ATS Competency Study	- Survey conducted in May 2016 with only 4 responses - Some awareness provided through ATCO & ATSEP workshops organized by ICAO in 2018	20% (*)	Expertise in region, lack of resources
4	Operational Requirements for CNS (OPREC)	No	0% (*)	Nominations from States
5	RVSM & Operational Safety in ATS	Ongoing work in collaboration with ARMA. Target level of Safety unacceptable	60% (*)	ATC Competence, Coordination Failure, SLOP implementation, non-RVSM approved aircraft in RVSM airspace
6	Contingency Planning and Operational Coordination	- Contingency Plan workshops conducted - National contingency plans developed or updated with VACP and PHE. - Draft AFI Regional Contingency Plan developed	75%	-

	(CPOC)			
7	NAVSPEC and Separation Minima Transition (NASMIT)	Not Started	0% (*)	Nomination of Team Members
8	Assistance on State Safety Programme Implementation (ASSPI)	Not Started	0% (*)	Nomination of Team Members
9	Civil/Military Cooperation & FUA Seminar/Workshops	Ongoing	20%	Postponement of workshop in Accra planned with HQ.
10	Search and Rescue	Ongoing	50%	Availability of SAR Experts

APPENDIX- A

Notes:

1. (*) – is an estimated percentage based on available information

APPENDIX – B
Details on PBN Implementation by State for AN Region-AFI

Show entries

Search:

State	PBN Runways	Instrument Runways	PBN Runways (%)
Angola	1	2	50
Benin	2	2	100
Botswana	5	5	100
Burkina Faso	4	4	100
Burundi	0	2	0
Cabo Verde	0	2	0
Cameroon	6	7	85.7
Central African Republic	2	2	100
Chad	2	2	100
Comoros	1	1	100
Congo	4	4	100
Cote d'Ivoire	4	4	100
Democratic Republic of the Congo	6	9	66.7
Djibouti	2	2	100
Equatorial Guinea	2	2	100
Eritrea	2	2	100
Ethiopia	5	5	100
Gabon	5	5	100
Gambia	2	2	100
Ghana	6	6	100
Guinea	2	2	100
Guinea-Bissau	2	2	100
Kenya	6	6	100
Lesotho	2	2	100
Liberia	2	2	100
Madagascar	4	8	50
Malawi	4	4	100
Mali	8	8	100
Mauritania	2	2	100
Mauritius	2	2	100
Mozambique	4	4	100
Namibia	2	4	50
Niger	6	6	100
Nigeria	17	18	94.4

State	PBN Runways	Instrument Runways	PBN Runways (%)
Rwanda	1	1	100
Sao Tome and Principe	0	1	0
Senegal	1	5	20
Seychelles	2	2	100
Sierra Leone	0	2	0
Somalia	1	1	100
South Africa	10	13	76.9
South Sudan	2	2	100
Swaziland	0	1	0
Togo	4	4	100
Uganda	2	2	100
United Republic of Tanzania	5	6	83.3
Zambia	4	5	80
Zimbabwe	0		

***Status as at 09:35 UTC on 13 July 2019 available at ICAO iSTARS website:**
<https://portal.icao.int/space/Pages/PBN-Status.aspx>