



INTERNATIONAL CIVIL AVIATION ORGANIZATION
AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP
THIRTEENTH MEETING (APIRG/13)

(Sal, Cape Verde, 25 - 29 June 2001)

Agenda Item 4.5: Review of the Report of the CNS/ATM/IC/SG/3 Meeting

Review of the Report of the CNS/ATM/IC/SG/3 Meeting (Agenda Items 1 to 3)

(Presented by the Secretariat)

SUMMARY
The report of the Third meeting of the CNS/ATM/IC Sub-group is presented in WP/8, WP/8A, WP/8B and WP/8C for review by APIRG. This paper (WP/8) discusses Agenda Items 1 to 3.
Action by the Meeting is at paragraph 3.
References CNS/ATM/IC/SG/3 Report AFI CNS/ATM Implementation Plan, Doc 003, Version 5.0

1. Introduction

- 1.1 The Third Meeting of the CNS/ATM/IC Sub-GROUP was held in Nairobi from 27 to 30 March 2001. It was attended by 53 participants from 19 States and 4 international organizations. Of the 28 States members of the Sub-group, 15 attended.

2. Discussion

2.1 Agenda Item 1: Terms of reference and work programme as defined by APIRG/12

- 2.1.1 Under this agenda item, the CNS/ATM/IC Sub-group noted its terms of reference and work programme as adopted by APIRG/12, and took also note of the AFI/7 RAN Conclusions 10/6, 13/1, 13/5 and Recommendation 11/1.

2.2 Agenda Item 2: Review of the status of implementation of Conclusions/Decisions of the previous meeting

- 2.2.1 The Meeting reviewed the status of implementation of the conclusions and decisions adopted at its second meeting. It noted that most of them were either implemented or in progress.

2.2.2 With regard to APIRG Conclusion 12/45 - *National CNS/ATM bodies, Focal points of contact and ICG Co-ordinators*, the Meeting noted that little progress had been achieved and that the designated ICG Co-ordinators had not begun any work. Further discussions were held on this item under Agenda Item 3.

2.2.3 The Meeting adopted the following draft conclusion.

Draft Conclusion 3/1: Data for the categorisation of TMAs and aerodromes

That States be urged to provide, before end of May 2001, the data shown at **Appendix A**, in order to facilitate work on the categorisation of TMAs and aerodromes.

2.3 Agenda Item 3: Review of the reports of ICGs and Status of implementation of the AFI CNS/ATM Plan

2.3.1 Under this agenda item, the CNS/ATM/IC Sub-group reviewed the reports of the Implementation Co-ordination Groups for areas of routing (AR), AR1, AR2, AR4, AR5, AR6, AR7, AR9 and AR10 of the CNS/ATM Plan.

2.3.2 The Meeting noted that in AR1, intensive work was being carried out for the implementation of RNP 10 in a 50 NM lateral route spacing environment and RVSM. The target date for implementation is in 2002, pending the conclusive results of the safety assessment being carried out by Spain, the South Atlantic Monitoring Agency (SATMA), and the approval by ICAO of the amendment to the Regional Supplementary Procedures (Doc 7030)..

2.3.3 With regard to AR4 the Meeting noted that significant progress was achieved with the implementation of fixed RNAV routes in FIRs Algiers, Brazzaville, N'Djamena and Niamey. FIR Johannesburg plan to implement the fixed RNAV routes in July 2001, and FIRs Gaborone and Luanda after co-ordination would implement later during 2001. Regarding extension of VHF coverage and provision of ATC, plans are underway in FIRs Brazzaville, N'Djamena and Niamey for their progressive implementation from April 2001 to April 2002. The Meeting was updated on plans to provide SSR and ADS/CPDLC based surveillance in N'Djamena FIR.

2.3.4 Regarding the AR10, the CNS/ATM/IC Sub-group meeting noted that in order to accommodate the introduction of flexible tracks between Johannesburg and Singapore, there was a necessity to amend the limits of the existing Indian Ocean Random Routing Area (IORRA). A draft AIP Supplement had been developed, which concerned States were to publish, after approval, on the AIRAC date of 22 March 2001 to be effective on 17 May 2001. Two concerned AFI States advised that they would publish on time and a third State indicated that they would publish the AIP with a delay of one AIRAC cycle. The Sub-group requested that the Secretariat follow the matter with all concerned FIRs.

2.3.5 The Meeting was informed that the Third EUR/AFI Interface Meeting held in Paris from 14 to 16 February 2001 reviewed developments in Europe concerning the implementation of RVSM, ACAS and 8.33 kHz VHF channel spacing. Regarding ACAS, the EUR/AFI Interface Meeting urged States concerned to promulgate national ACAS policies since no exemptions would be applicable in the EUR Region after 31 March 2001.

- 2.3.6 The CNS/ATM/IC Sub-group was informed that the EUR/AFI Interface Meeting, which had so far acted as the ICG for AR7, adopted a conclusion calling for the establishment of an Implementation Co-ordination Group specifically dedicated to the implementation of CNS/ATM in area of routing 7 (AR7). Following discussions, the Sub-group agreed to re-iterate its conclusion that APIRG entrust the EUR/AFI Interface Meeting with functions of the ICG for AR7. The Meeting also agreed that, given the affinities between the Iberian Peninsula and the EUR/SAM corridor, the implementation of the CNS/ATM within AR6 should be co-ordinated by the SAT Group Informal Meetings.
- 2.3.7 In discussing the role of ICG Co-ordinators, the Sub-group agreed that implementation of APIRG Conclusion 12/45 - *National CNS/ATM bodies, Focal points of contact and ICG Co-ordinators* was a pre-requisite before the ICG Co-ordinators could start their functions. It was agreed that ICAO, pending full implementation of Conclusion 12/45, would co-ordinate ICG activities in lieu of the ICG Co-ordinators.
- 2.3.8 The Meeting discussed ways to foster CNS/ATM implementation in the AFI Region. It was agreed to adopt a step by step approach giving priority to full implementation of VHF coverage, AFTN and ATS/DS circuits, area control service and 10 minute longitudinal separation. It was also agreed to provide early benefits to long haul operators which are adequately certified or approved in adjacent Regions by initially allocating them dedicated/segregated airspace without penalizing regional and domestic operators..
- 2.3.9 Taking into account the above discussions and information, the Meeting adopted the following draft Conclusions.

Draft Conclusion 3/2: Implementation of WGS-84 airspace coordinates

That States implement, as a matter of urgency, WGS-84 airspace coordinates to enable the use of GNSS as a primary means of navigation for en route.

Draft Conclusion 3/3: Coordination between ATS providers and users in the implementation of CNS/ATM

That ATS providers and users coordinate before any decision to implement CNS/ATM systems which have a bearing on equipage is taken.

Draft Conclusion 3/4: Amendment to AFI SUPPs (Doc 7030)

That the AFI SUPPs (Doc 7030) be amended as follows:

- a) Reduce longitudinal separation minima from 20 minutes to 10 minutes
- b) Reduce Lateral separation from 100 NM (as is the case in the EUR/SAM corridor) to 50 NM (in RNP 10 environment), and eventually to 25 or 30 NM as appropriate (in RNP 5 environment)
- c) Introduction of Longitudinal RNAV/RNP separation minima of 10 minutes and/or 80 NM RNAV derived distance in selected airspaces

Draft Conclusion 3/5: Step by step approach in the CNS/ATM implementation

That in the implementation of the new CNS/ATM concept in the region, a step by step approach be adopted starting with the ATM objectives which can be achieved in the short term with minimum CNS requirements or relatively low cost. In this regard, the following ATM objectives and CNS requirements should be given priority over the emerging concepts:

- S VHF coverage;
- S ATS/DS and AFTN circuits;
- S area control service; and
- S 10 minute longitudinal separation.

Draft Conclusion 3/6: Early benefits to approved/certified operations

That taking into account the equipage approval of transcontinental operators, early benefits be given to such operators as soon as possible by initially allocating them dedicated/segregated airspace, without penalizing regional and domestic operations.

Draft Conclusion 3/7: Establishment of national CNS/ATM bodies and designation of focal points of contact

That, as a matter of urgency, States which have not done so be requested to implement APIRG Conclusion 12/45 on the establishment of national CNS/ATM bodies and designation of focal points of contact, and notify ICAO Regional Offices of action taken in this respect. In doing so, they should refer to guidance provided by ICAO (*Circular 278-AN/164 - National Plan for CNS/ATM*).

Draft Conclusion 3/8: Implementation of CNS/ATM within Areas of Routing AR-6 and AR-7

That:

- a) the implementation of CNS/ATM within Area of Routing AR-6 be co-ordinated by the SAT Informal Group Meetings; and
- b) the implementation of CNS/ATM within Area of Routing AR-7 be co-ordinated by the AFI/EUR Interface Meetings

Draft Conclusion 3/10: Promulgation of national airborne collision avoidance system (ACAS) policies

That all AFI/EUR Interface States promulgate without delay an AIC clearly stating their national ACAS II exemption policy, including Minimum Equipment List (MEL) exemptions

3. **Action by APIRG**

3.1 The APIRG is invited to:

- a) note the report on Agendas Items 1 to 3 of the Third meeting of the CNS/ATM/IC Sub-group;
- b) note that follow up action has already been initiated with States concerning Conclusion 3/1; and
- c) to review and adopt **Draft Conclusions** 3/1, 3/2, 3/3, 3/4, 3/5, 3/6, 3/7, 3/8 and 3/10.

APPENDIX A**Data to be provided for the task on
Categorisation of TMAs and aerodromes**

2. Aerodromes:

- S total number of movements during the year 2000 for each of the following types of traffic: commercial, military and general aviation.
- S IFR and VFR traffic numbers.

2. **TMAs:** for each TMA:

- S number of civil and military airports within the TMA;
- S total number of movements during 2000 at each type of airport
- S vertical and lateral limits of the TMA
- S IFR and VFR traffic numbers
- S restricted, prohibited and danger areas.
