



INTERNATIONAL CIVIL AVIATION ORGANIZATION

**AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP
THIRTEENTH MEETING (APIRG/13)**

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

**DRAFT CONCLUSIONS AND DRAFT DECISIONS
FOR THE SIXTH MEETING OF THE ATS/AIS/SAR SUB-GROUP
(Dakar, 8 - 12 May 2000)**

Conclusion 6/1: Implementation of ATS routes

That:

The requirement for the creation of two routes from Johannesburg and Cape Town to Atlanta be discussed within the framework of the informal meeting for the improvement of air traffic services over the South Atlantic.

Draft Conclusion 6/2: Update of notes in Table ATS 1 of AFI ANP (Doc 7474/27)

That:

The notes on ATS routes Table ATS 1 of the ICAO Air Navigation Plan for the AFI Region (Doc 7474/27) be updated as shown in Appendix B to this report.

Draft Conclusion 6/3 : - Target dates for implementation of ATS routes

That:

The relevant ICAO Regional Offices invite States concerned to implement the routes shown in Appendix C to this report as soon as possible and ideally, not later than 19 April 2001 and to ensure implementation is carried out in a harmonised manner.

Draft Conclusion 6/4: Co-ordination meeting between Algeria, Libya and Tunisia

That:

The proposal for the deletion of ATS routes/ route segments of UR 986 and UG623 be discussed within the framework of bilateral meetings to be organized under the aegis of ICAO, pursuant to AFI/7 RAN Meeting Conclusion 5/9.

Draft Conclusion 6/5: Informal meeting between Algeria , Morocco and Senegal

That:

An informal co-ordination meeting be organized under the aegis of ICAO between Algeria, Morocco and Senegal to explore ways and means of addressing problems associated with aircraft straying into Alger FIR (prohibited area P64) at point BULIS.

Draft Conclusion 6/6: Implementation Planning Meeting on Asmara FIR

That:

The proposals made by Eritrea for the enhancement of air traffic services within Asmara FIR be discussed within the framework of the proposed implementation planning meeting called for by the ICAO Council as a result of the approval on 8 March 2000, for the establishment of the Asmara FIR.

Draft Conclusion 6/7: Implementation of ATS route UM 114

That:

ASECNA, Nigeria, Ghana and IATA meet under the auspices of ICAO to agree on the final alignment and implementation of RNAV route UM 114.

Draft Conclusion 6/8: Implementation of the Area Control Service

That:

States which have not yet done so, implement Area Control Service in accordance with the priorities set out in APIRG/12 Conclusion 12/20, not later than 19 April 2001.

Draft Conclusion 6/9: Implementation of ATS/DS circuits plan

That:

States concerned implement as a matter of priority the non-implemented ATS/DS

circuits at Appendix D to the report on Agenda Item 4 by 22 February 2001.

Draft Decision 6/10: Follow-up action by the COM Sub-Group

That:

The COM Sub-Group pursue the intent of AFI/7 RAN Meeting Recommendations 5/24 and 9/8 and APIRG/12 Conclusion 12/15.

Draft Conclusion 6/11: ACAS II Transition Period and Exemption process in the AFI Region

That:

The end of the transition period for the mandatory carriage of ACAS II be fixed to 1/1/2003 and that ICAO regional offices concerned be designated to coordinate those elements of ACAS II exemptions process in the AFI Region during the transition.

Draft Conclusion 6/12: Carriage and Operation of Pressure-Altitude Reporting SSR Transponders

That:

The AFI regional supplementary procedures (Doc.7030) be amended to include the following procedures:

“All aircraft intending to fly in airspace Classes B to E carry and operate an SSR Pressure-Altitude reporting Transponder by 1 January 2003”.

Draft Conclusion 6/13: AIC on the use of SSR Transponders.

That:

ICAO invite States to publish the specimen AIC indicated at Appendix E to this report on the use of pressure-altitude reporting SSR Transponders as soon as the relevant amendment to the regional supplementary procedures (Doc.7030) is approved by the ICAO Council.

Draft Conclusion 6/14: Training of pilots and air traffic controllers on the use of ACAS.

That:

States take appropriate action in order to provide the necessary training to pilots and air traffic controllers on the use of ACAS procedures.

Draft Conclusion 6/15: publication of ACAS and SSR Transponder requirements in national legislation.

That:

ICAO invite States to publish in their national legislation the appropriate guidance material for enforcement of awareness on ACAS II and pressure-altitude reporting SSR Transponders requirements.

Draft Conclusion 6/16: Publication of a draft AIC on ACAS II implementation.

That:

ICAO urge AFI States to publish as a matter of urgency, the AIC on ACAS II implementation as indicated in Appendix F to this report.

Draft Conclusion 6/17: Procedures on the use of ACAS II and Pressure-Altitude reporting SSR Transponders

That:

ICAO give priority on the development of the procedures on the use of ACAS II and Pressure-Altitude reporting SSR Transponders.

Draft Conclusion 6/18: Review of airspace organization

That:

States be urged to take prompt action on the proposed changes to the airspace organization indicated at Appendix H to the Report on Agenda Item 6.

Draft Conclusion 6/19: Provision of air traffic services in the Upper Airspace

That:

In order to improve the provision of air traffic services in the upper airspace, this service be provided by the ACC/FIC responsible for that FIR.

Draft Conclusion 6/20: Establishment and identification of significant points

That:

While establishing significant and transfer of control and communications points, States follow the guiding principles governing the establishment and identification of significant points including transfer of control/communications points as indicated in the relevant ICAO Provisions (Appendix 2 of Annex 11, and ATS Planning Manual Chapter 4 and Assembly Resolution A32-14 Appendix N).

Draft Conclusion 6/21: Training of Air Traffic Controllers**That:**

States be reminded to give high priority for conducting appropriate training/refresher training to Air Traffic Controllers in accordance with APIRG/12 Conclusion 12/22.

Draft Conclusion 6/22: Uniform application of ATS proficiency assessment and standard auditing procedures**That:**

States be urged to expedite action on conclusion 12/23 of the APIRG/12 meeting using the guidelines indicated at Appendix G to the report of APIRG/12.

Draft Conclusion 6/23: Implementation of WGS-84 in the Region**That:**

- a) States which have not done so, be invited to expedite action in order to implement the WGS-84 coordinates in the Region;
- b) ICAO be invited to assist in the transformation of the co-ordinates of the FIR boundary points in the AFI Region.

Draft Conclusion 6/24: Reduction of Longitudinal Separation**That:**

States expedite action in order to implement 10 minutes longitudinal separation in the Region.

Draft Conclusion 6/25: Implementation of the 10 Minute Longitudinal Separation

That:

The States that have not implemented the 10 minute longitudinal separation minima by 23 March 2000 as called for by APRIG/12-Rec 12/44, be reminded by ICAO to implement this requirement.

Draft Conclusion 6/26: Continuation of the Airspace Management Task Force

That:

The ATS Sub-Group keeps the Airspace Management Task Force as a dynamic forum in order to regularly address issues related to Airspace Management in the Region.

Draft Conclusion 6/27: Elimination of shortcomings and deficiencies in the AIS/MAP field

That:

As a first step towards the development and introduction of automated processes within their Aeronautical Information Services (AIS) infrastructure in the Region, States be invited to take urgent remedial actions aimed at the elimination of shortcomings and deficiencies which have been reported in the AIS/ MAP field in accordance with AFI/7 RAN Meeting Rec.12/30.

Draft Conclusion 6/28:Use of ICAO NOTAM Format

That:

States be invited to comply with the ICAO NOTAM Format in accordance with AFI/7 RAN Meeting Rec.12/7.

Draft Conclusion 6/29: AIP Amendment

That:

AIP amendments be published on a regular basis in accordance with AFI/7 RAN Meeting 12/5, and States refrain from carrying out hand amendments.

Note: In case hand amendments are carried out, the complete list of concerned page(s)/section(s) of the AIP should be specified in the NOTAM.

Draft Conclusion 6/30: Use of AIRAC cycle**That:**

- a) AIRAC procedures be complied with for the publication of information considered to be important from the operational point of view in accordance with AFI/7 RAN Meeting Rec.12/14;
- b) “trigger NOTAM” or NOTAM “AIRAC Nil” be used every 28 days in accordance with AFI/7 RAN Meeting Rec.12/10.

Note: Given the shortcomings in the mail distribution in the AFI Region, the use of extended 56 or 70 days advance notice is highly recommended.

Draft Conclusion 6/31: AIS Automation Strategy**That:**

States be urged to achieve automation of the various components of the Integrated AIS system and proceed with automation in accordance with the following phases:

- Automation of aeronautical information of temporary nature (NOTAM/PIBs and AIP Supplements);
- automation of other elements of the Integrated Aeronautical Information Package (AIP, AIP Amendments, AIC's) etc.)

Draft Conclusion 6/32: AIS rationalization and establishment of Regional AIS System Centres (RASC) and National AIS System Centres (NASC) in the AFI Region

That:

The rationalization of the AIS in the AFI Region and the establishment of Regional AIS System Centres (RASC) and National AIS System Centres (NASC) is carried out in order to upgrade the efficiency and quality of the aeronautical information and its dissemination in accordance with AFI/7 RAN Meeting Rec.12/39. To achieve this:

- States be urged to complete the questionnaire at Attachment A to the Report with a view to collect information to be used for the development of the topology (*Number and RASC location*), which will be proposed for the AFI Region;

Note: The RASC choice should take into account, inter alia, the existing facilities in the States and existing networks in the region as well as some technical criteria. (A Preliminary list of these criteria is shown at attachment C). The number of RASC

should, as far as possible, be kept to a minimum.

- Once the topology has been approved, a phased implementation plan be developed for the establishment of an Integrated Regional automation AIS System in the AFI Region.

Note: States attention is drawn on the level of commitment required to develop this implementation plan.

Draft Conclusion 6/33: Intra and Inter-Regional Co-operation in the AIS/MAP

That:

The various experiences in the States of the AFI Region and adjacent Regions in the field of AIS/MAP automation be taken into account in any regional approach to automation.

Draft Conclusion 6/34: Development of an international standardized model for the exchange of electronic aeronautical information/data.

That:

ICAO expedites the adoption of an international standardized model for the exchange of electronic aeronautical information/data.

Draft Conclusion 6/35: Training in AIS/MAP field

That:

- a) ICAO organize seminars/workshops on the following subjects:
 - AIS/MAP automation;
 - Implementation of a quality management system (ISO 9002) in the AIS/MAP field.
- b) States be urged to give high priority to the training of AIS/MAP personnel in accordance with AFI/7 RAN Meeting Recommendations 12/1 and 12/3.

Draft Conclusion 6/36: Communications means

That:

- a) In order to supplement the AFTN network (*to cater for AFTN limitations*), States be invited to resort to the use of telecommunications multi-modal means as a backup in accordance with APIR/12 Con.12/27;

- b) SADIS could be used for the broadcast of aeronautical charts and AIP Supplements; and
- c) Use of other means of communications taking into account related costs, integrity, availability and reliability should also be explored (Internet (TCP/IP6 etc..))

Note: Such means should enable the dissemination of aeronautical charts, AIP Supplements, schemes, etc...)

Draft Conclusion 6/37: Continuation of the AIS Automation Task Force activities

That:

The AIS Automation Task Force should undertake further work in accordance with its Terms of Reference, guiding principles and criteria indicated at Attachments A, B and C for the completion of the tasks.

Draft Conclusion 6/38 - AIP in its new format and World Aeronautical Chart (WAC) 1: 1 000 000 - ICAO

That :

- a) States which have not done so, develop and produce as soon as possible their aeronautical information publication (AIP) in line with the new restructured format as specified in Annex 15 and in compliance with the guidance material in the AIS Manual (Doc.8126), Appendix H.
- b) States request ICAO for assistance , if necessary, with respect to a) above.
- c) The attention of States concerned be drawn to the fact that States which had previously the responsibility for producing the relevant sheets of the World Aeronautical Chart of ICAO at 1/000 000, are no longer able to continue producing the following sheets :

2344-45, 2420-21, 2422, 2451, 2454-55, 2536-37, 2423, 2454,-55, 2536-37, 2570, 2574, 2658, 2659-60, 2663, 2664, 2667, 2688, 2691, 2692, 2693, 2694, 2695, 2696-97, 2697, 2780-81, 2781-82, 2784-85, 2785-86, 2812-13, 2813-14, 2814-15, 2816-17, 2905, 2906-07, 2935, 2936, 3052, 3155-56, 3173-74, 3278, 3297.
- d) Consultation be initiated with those States which have been producing the above sheets with a view to identifying the States which could be willing to produce their own sheets and/or assisting other States in this connexion.

Draft Conclusion 6/39- Promulgation of coordinates based on WGS-84 System

That :

- a) ICAO hire an Expert in geodesy to assist concerned States in their efforts to identify geographical coordinates whose geodesic surveys have already been conducted and which did not meet the specifications in Annexes 11 and 14 in respect to accuracy and integrity and conduct the reconversions of existing coordinates into those based on the Reference Geodesic System WGS-84, and determine what is remaining for the publication of these coordinates.
- b) The implementation status of WGS-84 by States in the AFI Region be noted, as it appears in Attachment A of this working paper.
- c) ICAO be requested to assist, where necessary, States having difficulties in publishing their coordinates whose surveys have already been conducted.
- d) A Task Force be established for the purpose of identifying States having the capacity to produce the WAC 1:000 000 and entrust such States with the responsibility for implementing this chart.

Draft Conclusion 6/40: Provision of Search and Rescue Services

That:

- a) The Secretariat follows through missions, the implementation of SAR provisions within the AFI Region and keep the APIRG apprised of developments.
- b) States accord high priority for the implementation of ICAO provisions in respect of search and rescue services.
- c) ICAO assists States through Special Implementation Projects (SIPs) in Order to promote the implementation of SAR provisions.
- d) That the States concerned in maritime SAR promote the existing ICAO/IMO protocols in order to enhance efficiency in the aeronautical maritime SAR.

Draft Conclusion 6/41: Amendment to the AFI CNS/ATM Plan Doc.003 5th Edition.

That:

CNS/ATM Sub-Group be requested to amend the AFI CNS/ATM Plan as follows:

- 1) **Amend** the target date for the implementation of RVSM from **2001** to **2002** in paragraph 2.1.4 of Doc. 003

- 2) Paragraph 2.2.1.6 “**add**” at the end of the paragraph, “**and the requirement for full VHF coverage**”.
- 3) Paragraph 2.2.2.1.1 “**add**” at the end of the sentence “**to be confirmed by APIRG**”.
- 4) Paragraph 2.2.3.2.4 “**add**” at the end of the sentence “**to be confirmed by APIRG**”.
- 5) **Add** in areas relating to AR3 and AR9 by including “**ASMARA FIR**”
- 6) Appendix D under Angola **Add “Luanda TMA 1”** and Aerodrome **Add “Luanda aerodrome 1”** and “**Huambo Aerodrome 3**”.
- 7) Appendix D:Under Tunisia **amend** as follows“**Djerba TMA 2** “, and “**Monastir TMA 1**”.

Draft Conclusion 6/42: Establishment of Website in the ESAF and WACAF offices.

That:

a website be established at the ESAF and WACAF Offices to post information on shortcomings/deficiencies in the AFI States.

Draft Conclusion 6/43: Implementation of RNP and RVSM in the AFI Region.

That:

the Tasks relating to the implementation of RNP and RVSM in the AFI Region be assigned to the ASM/TF.

Composition:

Algeria, Angola, Democratic Republic of Congo, Egypt, Kenya, Morocco, Nigeria, Sénégal, South Africa, Tunisia, Zambia, ASECNA, IATA and IFATCA.

Draft Conclusion 6/44: Implementation of RNP/5 in the AFI Region

That:

VHF coverage be improved in the Algiers, Brazzaville Dakar, Khartoum, Kinshasa, Luanda, Ndjamena, Niamey and Tripoli FIRs to facilitate early introduction of RNP/5.

Draft Conclusion 6/45: Coordination meeting between Libya and adjacent States

That:

As a matter of urgency, a meeting be organized between Libya and adjacent States,

under the aegis of ICAO, in order to address issues relating to ATS coordination procedures and communications.

Note: The meeting noted that a meeting is planned from 3-5 September 2000 in Chad in order to address the issue.

Draft Conclusion 6/46: Implementation of 10 minutes Longitudinal separation minima in the AFI Region.

That:

The non-implementation of 10 minutes longitudinal separation minima be included in the list of shortcomings against the States concerned.

Decision 6/47: Establishment of Human Factors Task Force

That:

A Human Factors Task Force is established with the following Terms of Reference and work programme.

Terms of Reference:

To study Human Factors problems related to air traffic control and make specific Recommendations with the view to ensuring the enhancement of quality services provided to users.

Work Programme:

- 1) Establish a criteria for standard capacity of staff at an operational ATC unit;
- 2) Determine the hours of work and rest period;
- 3) Establish the desired environment and equipment required for an ATC operational position;
- 4) Consider issues relating to training, qualification, proficiency and licencing of air traffic control personnel;
- 5) Determine the Human-Machine interfaces;

Composition:

Algeria, Angola, Democratic Republic of Congo, Egypt, Kenya, Morocco, Nigeria, Sénégal, South Africa, Tunisia, Zambia, ASECNA, IATA and IFATCA.

Conclusion 6/48: Establishment and Enforcement of regulations on Human Capacity Requirements in ATC.

That:

ICAO urge States to establish and enforce regulations on Human Capacity Requirements for Air Traffic Control operations, including adequate staffing levels and limitation of working hours, if they have not already done so.

Conclusion 6/49: Establishment of incidents/Accidents Investigations Organs.

That:

ICAO urge States to establish Incident/Accident investigation organs that are independent of accredited ATS Providers.

Conclusion 6/50: Development of a format for Human Factors Assessment in ATC Operations.

That:

ICAO should be requested to develop a format for Human Factors assessment in ATC operations to be included as part of the overall assessment of human shortcomings or deficiencies.
