International Civil Aviation Organization
Western and Central African Office

**Twelfth Meeting of the Air Traffic Management/Aeronautical Information Management/Search and Rescue Sub-Group (ATM/AIM/SAR SG/12)**
**(Dakar, Senegal, 25 - 29 July 2011)**

**Agenda Item 5:  Safety Management**

## REPORT ON TACTICAL ACTION GROUP (TAG) ACTIVITIES

*(Presented by the ICAO and IATA)*

**SUMMARY**

This working paper presents the high level report of TAG activities since ATM/AIM/SAR/SG11

**REFERENCES:**

- Summary of discussions and conclusions of the third TAG meeting held in Johannesburg, South Africa, 18 March 2011.

## 1.    INTRODUCTION

1.1        The Special AFI RAN held in 2008 approved the establishment of a Tactical Action Group.   It also formalized the process in order to obtain State's support in the event the TAG required feedback from States about specific issues.  Specifically, the RAN produced the following recommendation in relation to TAG:

**RECOMMENDATION 6/7 – ESTABLISHMENT OF A TACTICAL ACTION GROUP (TAG)**

**That:**
**a) a Tactical Action Group be created in the AFI Region with the Terms of Reference and Work Programme outlined in Appendix C to the Report on Agenda Item 6; and**

**b) States as a matter of priority make all efforts to assist and comply with requests from the TAG group.**

1.2        Subsequent to the approval by the AFI RAN of the establishment of the TAG, the group continued with its telcons held as well annual meetings.

## 2 DISCUSSION

2.1         The third meeting of the Tactical Action Group of the AFI region was held at the IATA conference facilities in Sandton, South Africa on 18 March, 2011 raising the following concerns:

2.1.1         The group noted with concern that there were a large number of Unsatisfactory Condition Reports (UCRs) being filed with reference to Angola and DR Congo. Attention needs to be drawn to the mobile communication deficiency in both states[1], as well as the many Air Traffic Management issues identified in Luanda FIR.

It has been noted that Angola[2] and DR Congo[3] haven't provided update on TAG missions action list.

2.1.2         High number of UCRs with reference to Nigeria has been noted and need to schedule TAG mission to Nigeria visiting Kano ACC and Lagos ACC. Mission has taken place in May 2011 and Nigeria CAA and Nigerian Airspace management Agency are to provide first update on agreed TAG mission action list.

2.1.3         The TAG noted that there had been a large number of UCRs in Libya with few answers been forthcoming. In this context, it was agreed that the situation could only be monitored for now due to hostilities but that a visit should be arranged as soon as the situation permitted it.

2.1.4         In relation to the ICAO incident form, it was acknowledged that, while the form in Doc 4444 Appendix 4 provides for adequate collection of information related to an incident, many users and potential incident reporters including air crew and air traffic services personnel found it difficult to use. The meeting was of the view that ATS personnel and air crews could benefit from a modified version of the form, arranged to make it more user-friendly as well as availing an electronic format of the form. The meeting noted the IATA (South African Airways) developed summarised Air Safety Report form (Appendix A) and submitted it to ICAO RO in accordance to ATS/AIS/SAR SG11 Item 7.10.

## 3 CONCLUSION

3.1.1         TAG is concerned that some States are still not forthcoming in providing answers to TAG queries or investigation reports. The importance of timely and accurate feedback as well as information about remedial action taken cannot be over-emphasized. It is the TAG's consensus that analysing and taking action are the only measures that will help in preventing similar occurrences in the future. In accordance with ICAO Doc 9426 part II chapter II-1-3-4 paragraph 3.4.2, conclusions and recommendations shall be made available to all concerned and TAG objective is to reach 100% feedback rate.

3.1.2         The TAG/3 meeting in general recognized that there is still much work to do in order to improve the region's safety of operations. The group saw that the value of the work of the TAG resided not only on the fact that results of investigations and associated improvements had to be reported back to the TAG but also on the fact that improvements are being made simply in the knowledge that TAG is monitoring the overall process.

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[1] On 23 June Luanda FIR started trials of extended VHF coverage and initial reports are positive.
[2] TAG conducted mission to Angola in May 2010
[3] TAG conducted mission to DR Congo in December 2009

3.1.3      In this context, it is suggested that the ATS/AIS/SAR SG may wish to consider prioritizing its work based on the deficiencies identified most often by TAG.  For example, the TAG has identified lack of coordination between certain facilities as a regular contributor to operational errors,  In identifying these high profile issues the ATS/AIS/SAG SG may be in a position to significantly affect and lower the number of UCRs brought to the attention of TAG.

## 4        ACTION BY THE MEETING

4.1        The meeting is invited to:

1.      Take action to prioritize its work based on the most significant deficiencies identified by TAG;

2.      Request States where TAG missions had been conducted, to provide update on TAG mission action list;

3.      Provide input before the end of the meeting about the re-design of the PANS ATM incident report.

4.      Take any other action it deem necessary

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