INTERNATIONAL CIVIL AVIATION ORGANIZATION

**Fifth Meeting of the APIRG Airspace and Aerodrome Operations Sub-group
(AAO/SG5), virtual, 23 to 26 August 2022**

Agenda Item 3.1   Achievements in Airspace and Aerodrome Operations

AFI SSR CODE MANAGEMENT PLAN (SSR CMP) - ASCAAR PROJECT REPORT

(Presented by ASCAAR PMT)

SUMMARY
This paper presents the status of implementation of the AFI SSR Code Management Plan (SSR CMP) ASCAAR Project. Following APIRG Decisions 22/03, 22/06 and 22/21, a project management team was established to review the AFI SSR code allocation plan. ICAO hosted the ASCAAR workshops involving the PMT and the state appointed Focal Points who coordinated the process to implementation of the project within the various Participating Areas (PAs). In order to proceed to the completion of the implementation and ensure safety was not compromised the project team recommended a trial period of 60 days from 7th October 2021 followed by full implementation on 2nd December 2021.
REFERENCE(S): AFI ANP, Doc 7474 APIRG Reports
Related ICAO Strategic Objective(s):   **A-** Aviation Safety   **B –**Air Navigation Capacity and Efficiency

1.   **INTRODUCTION**

1.1   In order to realize the APIRG 22 decisions on the implementation of the AFI Secondary Surveillance Radar (SSR) Code Management Plan (CMP), ICAO held a workshop for the State Focal Points on 27-30 January 2020. The Delegates who attended the this workshop were expected to inform their States of APIRG Decision 22/03, 22/06 and 22/21 that tasked the Project Management Team (PMT) to revise the AFI SSR code allocation plan and the timelines for the implementation.

1.2   APIRG 22 made three Decisions that formed the Terms of Reference for the ASCAAR PMT; Decision 22/03- Contained Revised AFI SSR Code Management Plan (CMP), Decision 22/06 required ICAO to organizing workshops to facilitate Implementation of the revised SSR Code Management Plan and Decision 22/21 required the amendment of the AFI Air Navigation Plan eANP, Doc 7474.

1.3   To enhance the project implementation process, the AFI airspace was divided into four Performance Area (PA), Each PA had coordinators identified by the project team to champion activities within the respective PAs through coordination meetings as follows:
    a) West – Ghana
    b) Central – ASECNA and D R Congo
    c) South – South Africa
    d) East – Kenya

2.   DISCUSSION

2.1   **The Challenges faced**
2.1.1   The implementation faced a number of challenges as listed below:
    a)   COVID 19 pandemic
    b)   Missed timelines
    c)   Lack of awareness by some stakeholders.
    d)   Lack of surveillance facilities by some States.
    e)   Slow response from States and lack of feedback.
    f)   Lack of participation in the ASCAAR Activities.
    g)   Use of Manual systems.
    h)   Inadequate data to make informed decisions.

2.2   Status
2.2.1. Despite the many challenges the project reached conclusion with the completion of the Trial period on 2 December 2022.

2.2.2. The PMT continued to monitor the implementation for additional six months. A few negative reports, mainly on the conflicting codes across borders, were received however they were quickly resolved by the PAs concerned.

2.2.3   The AFI Air Navigation Plan was successfully amended through the Proposal for Amendment (PfA) Serial No. ESAF II 2009 –ATM adopted and information circulated through State Letter Ref. ES AN 4/4 0283 dated 20 June 2022.

2.3 Way Forward
2.3.1   States are urged to continue investigation of missing Flight Plans, Network Issues, Coordination Challenges, etc. and their impact on new SSR CMP.

2.3.2   States are encouraged to liaise with Traffic forecast groups in order to compile traffic data for further review of the CMP and code allotment in future.

2.3.3   States to continue with internal monitoring of Code usage to ensure they have enough Codes.

2.3.4   States to update the Letters of Agreement (LOAs) if they have not done so.

3   ACTION BY THE MEETING

3.1   The meeting is invited to:

a)   Note the information contained in this working paper; and

b)   Discuss any relevant matters as appropriate and provide any further guidance.

c)   To conclude that the project is successfully implemented.

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END