



INTERNATIONAL CIVIL AVIATION ORGANIZATION

**AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP
EIGHTEENTH MEETING (APIRG/18)
Kampala, Uganda (27 – 30 March 2012)**

Agenda Item 3.2: REVIEW OF THE WORK OF ATM/AIM/SAR SUB-GROUP MEETING

(Presented by the Secretariat)

SUMMARY

This paper presents the report of the ATM/AIM/SAR Sub-Group, in particular the outcome of the twelfth meeting of the Sub-Group. The Paper focuses on the areas of air traffic management (ATM) and search and rescue (SAR).

REFERENCE(S):

- APIRG Handbook
- APIRG/17 Report
- ATM/AIM/SAR SG/12 Report

Related ICAO Strategic Objective(s): A & C

1. INTRODUCTION

1.1 Since the APIRG/17 Meeting, the twelfth meeting of Air Traffic Management/Aeronautical Information Management/Search and Rescue Sub-Group (ATM/AIM/SAR SG/12) was convened at the new office complex of the Western and Central African Regional Office at Dakar International Airport, Dakar, Senegal from 25-29 July 2011. The meeting was chaired by Mr Sulayman J. Jabang, Director of Air Navigation Service, Gambia Civil Aviation Authority. Mr. Seboseso Machobane, Regional Officer ATM/SAR, ESAF Regional Office, was the Secretary of the meeting. He was supported by Messrs. Sadou Marafa, Regional Officer ATM/SAR, WACAF Regional Office and Georges Baldeh, Regional Officer AIS, WACAF Regional Office.

1.2 The Sub-Group acknowledged concern from the review of the APIRG/17 Report by the Air Navigation Commission (ANC), regarding the high number of Conclusions and the effectiveness of the language used in some of the Conclusions. In this regard, apart from addressing new issues of high priority, the Sub-Group focused on implementation related to previous Conclusions formulated within the framework of APIRG, as well as ways to address air navigations deficiencies.

1.3 This working paper concerns the outcome of the ATM/AIM/SAR Sub-Group with regard to ATM and SAR matters. While matters relating to Reduced Vertical Separation Minimum (RVSM) are addressed in this working paper, a report of the AFI Regional Monitoring Agency (ARMA) is addressed under agenda item 3.3 of this meeting. Issues relating to AIM/MAP are addressed under agenda item 3.5.

2. DISCUSSION

APIRG Conclusions and Decisions

2.1 The Sub-Group noted that at its Seventeenth meeting in Ouagadougou, Burkina Faso, 2-6 August 2010, APIRG adopted 108 Conclusions and Decisions, of which 44 are applicable to the work of the ATM/AIM/SAR Sub-Group.

2.2 The Sub-Group acknowledged that the high number of Conclusions, which had been accumulating over many years, had an undesirable effect. Amongst others, they present a challenge with regard to implementation prioritization by diluting focus, complicating the task of prioritization in States, and making follow up by all parties including the Regional Offices, less successful. This effect is exacerbated by the language in some Conclusions, which lacks implementation clarity.

2.3 The meeting agreed on the need to review each of the Conclusions together with the agenda item to which it applies, with the objective to:

- (a) identify to the extent practical, issues that may constitute impediments to implementation and propose solutions;
- (b) facilitate focus and prioritization and draft amended Conclusions for APIRG, to:
 - i) merge Conclusions or Decisions with others that are considered similar or closely related;
 - ii) identify those that are adequately addressed by other Conclusions, Decisions, procedures, or activities;
 - iii) identify those that may be included in the terms of reference and work programmes relevant to APIRG subsidiary bodies and those that can be included in the APIRG handbook to serve general purposes;
 - iv) improve the quality of existing Conclusions pursuant to comments from the ANC;
 - v) substantially reduce the number of existing Conclusions; and
- (c) propose modification of text in existing Conclusions and Decisions in order to address related issues, without formulating additional Draft Conclusions and Decisions.

2.4 Due to time constraints, the Sub-Group could not directly address above mentioned issues of number and quality of Conclusions in detail. However, the Sub-Group proposed consolidation and improvement of the APIRG/17 Conclusions applicable to the PBN/GNSS Task Force as at **Appendix A** to this working paper.

Performance Based Navigation (PBN) and AFI ATS Routes Network

PBN Implementation

2.5 The Sub-Group reviewed information that had been collected by the Secretariat through surveys and other forms of update noted with concern that, while information provided by States was itself limited, the rate of PBN implementation in many States was low. From information gathered through various sources including the aviation industry, at least 31 States have developed PBN approaches. However, only twelve States (Botswana, DRC, Egypt, Ethiopia, Ghana, Kenya, Madagascar, Mauritius, Nigeria, Seychelles, South Africa, Togo and Uganda) have submitted their PBN

implementation plans to the Regional Offices. Assembly Resolution A36-23 resolved that “States and planning and implementation regional groups (PIRGs) complete a PBN implementation plan by 2009...”

2.6 Pursuant to APIRG Conclusion 17/47, ICAO provided funds for a PBN Seminar to be conducted in 2011. However, due to challenges in securing expertise to support the Seminar, it has been postponed to 2012. The Sub-Group noted with concern however, that the selection of officers for training was a significant contributing factor to the low availability of expertise despite training that has been carried out. Challenges include instances whereby officials assigned to PBN implementation are not the ones nominated for training. The Sub-Group was of the view that a form of sensitizing Directors General should be included in the PBN Seminars.

2.7 The Sub-Group recognized the importance of optimizing the engagement of expertise that is available in the Region as part of addressing the scarcity of expertise in the implementation of PBN. In this regard, the Sub-Group agreed that a roster of available expertise should be developed. Furthermore, it noted with thanks that Kenya provided the name of an expert to be included in the roster. Other States were encouraged to do the same.

2.8 The lack of involvement and training of States’ officials engaged in PBN operational approvals and APIRG PBN activities, was noted as a drawback to Regional and national implementation.

Flight Procedure Programme (FPP)

2.9 With regard to the establishment of the AFI FPP, the Sub-Group noted that the letter called for under APIRG Conclusion 17/52, was dispatched in February 2011 and responses were received from twenty-seven States and one organization. ICAO Headquarters had been evaluating a similar project in the APAC region and it is expected that the results obtained would help guide how to implement the AFI FPP.

Route development

2.10 The PBN Route Network Development Working Group (PRND WG) has continued the impetus in the development of Regional air traffic services route trajectories. The Sub-Group endorsed an additional 31 ATS routes for immediate implementation based in the PBN RNAV 10 Specification, bringing the number of immediately required user-preferred trajectories to more than 65 new trajectories. The Sub-Group also addressed the issue of outstanding routes agreed during the APIRG/15 and APIRG/16 meetings, and urged concerned States to take necessary measures to implement the outstanding ATS routes or segments thereof as a matter of priority, preferably before the APIRG/18 Meeting.

2.11 In November 2011, the PRND Working Group convened its 2nd Meeting where it reviewed the outstanding ATS routes, agreed on further action to be taken, and agreed on new user preferred route segments as at **Appendix B** to this working paper. All agreed route segments were to be implemented prior to APIRG/18, and States were urged to take necessary action to ensure the timely update of their LOPs/LOAs. The list at **Appendix B** also contains a list of previously agreed ATS routes, but which the Sub-Group endorsed as no longer required due to changes in user needs.

2.12 With regard to the comprehensive review of the AFI ATS route network, the Sub-Group highlighted that users (represented by IATA) are expected to provide a comprehensive user statement of requirement as the urgently required routes have been identified.

2.13 The PRND Working Group recognized the need to address user requirements in the AFI/APAC/MID interface area and in this regard, agreed on development of user preferred and random routings in the Indian Ocean area including routing systems that are coordinated with the Middle East/Asia network, developed by the informal Arabian Sea Indian Ocean ATS Coordination Group (ASIOACG).

2.14 The Working Group also acknowledged the coordination challenges related to route development in the AFI/APAC interface area, in particular the lack of progress on coordination involving the Mumbai FIR. ICAO intervention was recommended.

2.15 The Working Group recalled that the closure of ATS routes between Addis Ababa and Asmara FIRs continues to cost users significantly due to the major detours for North/South flights. It was noted however that pre-requisites for operation of these routes are subject to developments at levels beyond the scope of the Working Group. Under the status quo, the Working Group requested IATA to consider and submit a new ATS routes proposal for shorter routes than the existing ones, though such proposed ATS routes will still not cross the Addis Ababa/Asmara FIR boundary.

2.16 The Working Group considered a number of important factors in the development of ATS routes, including complexity of the task, safety and the need for comprehensive safety assessments, efficiency, effective coordination, the need to reduce duplication of efforts, and adequate planning.

2.17 In view of the above, and noting that urgently required individual ATS routes were addressed in 2010 pursuant to the outcome of the ATS/AIS/SAR SG/11, 26-30 April 2010, the Working Group urged airspace users to submit a comprehensive user requirement, reflecting user preferred trajectories at the level of the whole of the AFI Region, with the objective of realizing an efficient Regional system as opposed to efficiencies at micro levels with less benefits at macro levels.

2.18 In order to support the process of ATS route network development in the AFI Region, and in accordance with its TOR, the Working Group agreed to adopt the concept of an AFI ATS Route Catalogue (AARC) as a working depository for route proposals, prior to such proposals being adopted by the ICAO Council for inclusion in the AFI ANP as formal Regional requirements.

2.19 The purpose of the AARC will be to contain a list of ATS route proposals that have been agreed within the framework of APIRG for further consideration and processing, in the near to long term, until such ATS route proposals have been processed as amendments to the AFI ANP (Doc 7474) Table ATS-1 and approved by the ICAO Council. Other ATS route proposals agreed to be removed from the AARC will be for such reasons as being improbable, overtaken by events, or replaced by an agreed alternative. The AARC will be used to record and track the routes' development, and will as such be a living document updated at relevant meetings and by the Secretariat, within the APIRG framework. It shall not be the purpose or intention of the AARC to duplicate the ANP Table ATS-1 or its purpose.

2.20 In view of the above, the Working Group adopted the AFI ATS AARC at **Appendix C** to this working paper and formulated the following Draft Conclusion:

DRAFT CONCLUSION 18/XX: AFI ATS ROUTE CATALOGUE

That, in order to support the process of ATS route development in the AFI Region, including the keeping of a record of ATS routes proposed for development and facilitating follow- up on the actions pertaining to the routes' development:

- a) **the AFI ATS Route Catalogue (AARC) is adopted as at Appendix C to this working paper; and**
- b) **AFI States and concerned international organizations are urged to periodically review the Catalogue, note developments and take action as applicable.**

2.21 The terms of reference (TOR) of the PRND Working Group have been reviewed and updated as presented in **Appendix D** to this working paper.

Atlantic Ocean Random Routing Area (AORRA)

2.22 The Atlantic Ocean Random Routing Area (AORRA) was designed in order to realize increased benefits from the tracks established to maximize wind effect and related fuel savings in flight operations over the South Atlantic. This would allow airlines operating, inter alia, from the Arabian Gulf (Middle East) to South America and from North America to South Africa, in both directions to achieve fuel efficiencies and the subsequent reduction in green house gas emissions. The random routing area was planned to be implemented in four phases between 2006 and 2009. AORRA was fully implemented on 26 August 2010. Along with the implementation of the random routing area, the following are key requirements:

- All fixed routes within AORRA were suspended. However the data defining the route trajectories (route, designation and waypoints coordinates) is to be retained in aircraft FMSs, etc. for the routes to be used during contingency situations.
- Direct route transitions are required from waypoints on the existing airway structure to discrete Latitude/Longitude waypoints on the AORRA boundaries, in order to optimize random routing benefits.

2.23 Furthermore, pursuant to APIRG Conclusion 17/60, additional direct transition trajectories to/from AORRA airspace were implemented.

2.24 The Sub-Group endorsed additional flexible tracks in the Atlantic Oceanic airspace providing flexible routing between North America and Southern Africa, which had been coordinated between IATA and States. The coordination included continental routes providing more access routings to the AORRA airspace, which will be implemented in the following Phases:

- Phase I - Trials of user-preferred trajectories concept within Dakar Oceanic FIR, Sal FIR, Piarco FIR, Cayenne Rochambeau FIR, Dakar FIR and Accra FIR, which commenced on 30 June 2011.
- Phase II - Implementation of additional RNP10/RNAV5 routes over continental AFI and MID airspace effective 30 October 2011.

5 Letter Name Codes (5LNC)

2.25 Subsequent to the ATS/AIS/SAR SG/12, in the week of 7 November 2011, the ESAF Regional Office convened an ICAO 5 Letter Name Code database system (ICARD/5LNC) Seminar/Workshop followed by a 5LNC Coordination Meeting, to enable States to effectively use the system and to address safety issues related to duplication of the 5NLCs and other code usage anomalies. Participants got the opportunity to register on the ICARD system and use it to process over 185 5LNCs,

removal of duplications, alignment of geographical coordinates at Flight Information Regions (FIRs) boundaries and release/return of unused codes, etc.

Safety Management

Tactical Action Group (TAG)

2.26 The Sub-Group noted the outcome of the third meeting of the AFI Tactical Action Group that was held in Johannesburg, South Africa, in March 2011. The TAG/3 meeting raised concerns in the following areas:

- (a) the large number of Unsatisfactory Condition Reports (UCRs) being filed with reference to Angola, DR Congo, Libya (before the no-fly-zone (NFZ) under UN Security Council Resolution 1973) and Nigeria;
- (b) continued low level of response to TAG queries, particularly concerning States with a high number of UCRs;
- (c) limited or lack of progress with regard to action items identified by the TAG missions to Angola, DRC and Nigeria.

2.27 Further issues and actions recommended are addressed under agenda item 4.2 of this meeting (*Report on AFI Tactical Action Group (TAG) activities*).

Reduced Vertical Separation Minimum (RVSM)

AFI RVSM Safety Policy

2.28 The Sub-Group endorsed the amended AFI RVSM Safety Policy as at **Appendix E** to this working paper, changing it from its original format of an implementation Policy document to a safety maintenance Policy document to ensure that the agreed Target Levels of Safety continue to be met.

Sixth Annual Global RVSM Regional Monitoring Agencies Coordination Group Meeting (RMACG/6)

2.29 The Sub-Group also noted the outcome of the RMACG/6 meeting which was held in Montreal, Canada in June 2011, whose main aim was to discuss co-ordination and harmonization of RVSM issues between Regional Monitoring Agencies (RMAs) which ultimately affects RVSM operations within all regions. The following critical issues which were discussed at the RMACG/6 were also noted by the Sub-Group:

- a) The importance of State RVSM Operational Approvals. It was noted that RMAs made references to AFI aircraft without appropriate approvals;
- b) The amendments to the Minimum Monitoring Requirements. (The updated tables will be placed on the AFI Regional Monitoring Agency (ARMA) web page and can be accessed on ARMA website (www.atns.co.za/afi-rvsm)).
- c) Co-ordination failures between Area Control Centres (ACCs) which appear to be of concern to many Regions including AFI, as this phenomenon creates a Large Height Deviation environment for RVSM.

2.30 In view of the foregoing, the Sub-Group reiterated the requirement for States to provide ARMA with the required RVSM documentation for new and de-registered aircraft.

RVSM implementation related deficiencies

2.31 The Sub-Group agreed that among other deficiencies within the scope of the Council guidance, deficiencies relating to RVSM should in particular be listed, pursuant to the minimum reporting areas as at **Appendix F** to this working paper.

ARMA report

2.32 This will be covered in detail under agenda item 3.3 of the meeting (*AFI Regional Monitoring Agency (ARMA)*).

Contingency Arrangements

ATS Requirements

2.33 The Sub-Group recalled that ICAO Annex 11, Chapter 2, provides that air traffic services (ATS) authorities shall develop and promulgate contingency plans for implementation in the event of disruption or potential disruption of ATS and supporting services in the airspace for which they are responsible for such services.

2.34 Based on information available with the Secretariat, many States have not yet developed or updated their contingency plans for airspaces in which they provided ATS. Since APIRG/17, some States have developed contingency plans. However the Contingency Plans are yet to be formatted in accordance with the template adopted in terms of APIRG Conclusion 17/66. The general status of CP development is reflected hereunder.

Status of Development of Contingency Plans in the AFI Region (February 2012)						
	State	CP Submitted	Date Submitted	CP on APIRG Template		Remarks
				Yes	No	
1.	Algeria	??				
2.	Angola	??				
3.	Benin	Yes		-	No	By ASECNA
4.	Botswana	Yes	Oct 2010	Yes	-	Under revision
5.	Burkina Faso	Yes		-	No	By ASECNA
6.	Burundi	No				
7.	Cameroun	Yes		-	No	By ASECNA
8.	Canary Islands (Spain)	??				
9.	Cape Verde	No				
10.	Central African Republic	Yes		-	No	By ASECNA

Status of Development of Contingency Plans in the AFI Region (February 2012)						
	State	CP Submitted	Date Submitted	CP on APIRG Template		Remarks
				Yes	No	
11.	Chad	Yes		-	No	By ASECNA
12.	Comoros	Yes		-	No	By ASECNA
13.	Congo	Yes		-	No	By ASECNA
14.	Cote D'Ivoire	Yes		-	No	By ASECNA
15.	D.R. Congo	No				
16.	Djibouti	No				
17.	Egypt	??				
18.	Equatorial Guinea	Yes		-	No	By ASECNA
19.	Eritrea	Yes	May 2010	Yes	-	
20.	Ethiopia	Yes	Aug 2003	-	No	
21.	Gabon	Yes		-	No	By ASECNA
22.	Gambia	No				
23.	Ghana	No				
24.	Guinea	Yes	Apr 2011	-	No	Roberts FIR
25.	Guinea-Bissau	Yes		-	No	By ASECNA
26.	Kenya	No				
27.	Lesotho	No				
28.	Liberia	Yes	Apr 2011	-	No	Roberts FIR
29.	Libya	No				
30.	Madagascar	Yes	Feb 2012	Yes	-	By State and ASECNA
31.	Malawi					
32.	Mali	Yes		-	No	By ASECNA
33.	Mauritania	Yes		-	No	By ASECNA
34.	Mauritius	Yes	Apr 2009	-	No	
35.	Morocco	??				
36.	Mozambique	No				
37.	Namibia	No				
38.	Niger	Yes		-	No	By ASECNA
39.	Nigeria	No				
40.	Reunion (France)	??				
41.	Rwanda	No				

Status of Development of Contingency Plans in the AFI Region (February 2012)						
	State	CP Submitted	Date Submitted	CP on APIRG Template		Remarks
				Yes	No	
42.	Sao Tome and Principe	No				
43.	Senegal	Yes		-	No	By ASECNA
44.	Seychelles	Yes	Apr 2009	-	No	
45.	Sierra Leon	Yes	Apr 2011	-	No	Roberts FIR
46.	Somalia	No				
47.	South Africa	Yes	Apr 2011	Yes	-	
48.	South Sudan	Yes	Sep 2011	Yes	-	By Sudan
49.	Sudan	Yes	Sep 2011	Yes	-	
50.	Swaziland	No				
51.	Tanzania	No				
52.	Togo	Yes		-	No	By ASECNA
53.	Tunisia	??				
54.	Uganda	No				
55.	Zambia	No				
56.	Zimbabwe	No				

2.35 States that have not already done so are urged to develop contingency plans using the APIRG/17 template as soon as practical, and forward the updated contingency plans to the Regional Offices for review and forwarding to ICAO HQ for approval. In cases of prolonged delays of responses from adjacent States, to requests for coordination, the Regional Offices accredited to the concerned States could be informed and if necessary requested to facilitate completion of the coordination.

Volcanic Ash

2.36 The Sub-Group discussed the safety issues related to volcanic ash and recalled the various hazard to flight operations that encounter the volcanic ash, such as engine failures and malfunctions, communication problems, loss of visibility, etc.

2.37 The Sub-Group noted the developments following the Iceland's Eyjafjallajökull volcanic eruption in April 2010, and the subsequent recognition of the need for the development of global response mechanisms. Among others, the ICAO International Volcanic Ash Task Force, which is fostering the development of a global safety risk management framework, urges PIRGs to improve existing Regional volcanic ash contingency plans or establish new plans. It was noted that EUR/NAT, CAR/SAM and ASIA/PAC Regions have since done so.

2.38 The Sub-Group recalled that APIRG Conclusion 17/84 established a *Core Team of Experts* to collect and study information on the impact of the global Air Traffic Management operational

concept on the provision of Aeronautical Meteorological Services in the AFI Region. Recognizing that the additional envisaged work related to the planning and response for volcanic ash, the Sub-Group agreed to propose the dissolution of the Core Team of Experts and to establish a Meteorology/Air Traffic Management Task Force (MET/ATM TF). Accordingly the Sub-Group formulated the following Draft Decision:

Draft Decision 18/XX: Establishment of the AFI MET/ATM Task Force

That the Core Team of experts established under APIRG Decision 17/84 is dissolved, and the AFI MET/ATM Task Force be established with the terms of reference and work programme as at Appendix G to this working paper.

(Note: This draft conclusion is proposed to supersede APIRG 17/84)

2.39 The Sub-Group recalled that within and adjacent to the AFI Region there are areas of volcanic activities which are likely to affect flight operation in the AFI Region. In this regard, the Sub-Group agreed to develop the AFI Contingency Plan (CP) based on the draft at **Appendix H** to this working paper. The Group may wish to endorse the CP in principle and agree that due to the immediate need for the CP, it should be implemented once the Sub-Group has completed its development. In this regard, the Group may wish to adopt the following Conclusion:

Draft Conclusion 18/XX: Establishment of the AFI Volcanic Ash Contingency Plan

That:

- (a) the ATM/AIM/SAR and the MET Sub-Groups finalize development of the AFI Volcanic Ash Contingency Plan;**
- (b) The Plan may be provided to States for implementation, without awaiting the next meeting of APIRG.**

Flight Plan (FPL) 2012

2.40 The Sub-Group reviewed progress in the preparation for implementation of the provisions of Amendment 1 to 15th edition of Doc 4444 related to the ICAO Flight Plan format, including the activities of the AFI Flight Plan Transition Task Force (FPLT TF).

Regional Strategy

2.41 The Sub-Group adopted the Regional Strategy for implementation of Amendment 1 to 15th edition of Doc 4444, the updated Regional Performance Objectives, and the proposed revised terms of reference (TOR) of the FPLT Task Force. It was also noted that the Task Force had developed a model for national performance framework form (PPF) reflecting detailed breakdown of activities relevant for action by States, as well as a Conversion Table for the “New to Present” content of the flight plan.

2.42 The Sub-Group formulated the following Draft Conclusion and Draft Decision:

DRAFT CONCLUSION 18/XX: Strategy for Implementation of NEW ICAO Flight Plan Format

That, in order to implement the NEW flight plan format in a progressive and harmonized manner:

- a) **the AFI Strategy for Implementation of NEW ICAO Flight Plan format is adopted as at Appendix I to this working paper: and**
- b) **States and users are urged to continue their implementation planning based on the Strategy.**

DRAFT DECISION 18/XX: Revised Terms of Reference of the AFI Flight Plan Transition Task Force (FPLT TF)

That, the revised Terms of Reference of the AFI Flight Plan Task Force is revised as at Appendix J to this working paper.

(Note: This draft Decision is proposed to supersede APIRG Decision 17/61)

2.43 It is to be noted that many AFI States have plans for upgrading of their flight plan processing systems or part thereof (e.g. FDPS, RDPS, AFTN etc.) during the transition period, although comprehensive details of such plans are yet to be communicated to ICAO. In many cases however, implementation solution delivery dates are yet to be finalized with technology vendors, which places the concerned States in a situation of critical time constraint, given that the airspace users' testing and implementation period, which is globally coordinated, starts in July 2012.

2.44 It has been noted that technology vendors have started expressing inability to meet deadlines for delivery of the technological solutions requested by States in accordance with the Regional transition timelines. In some cases, the planned solution delivery dates are in the October-November time frames, making it impractical for effective testing to be carried out before the implementation date of 15 November 2012.

Survey on Missing Flight Plans

2.45 It has been noted that very limited progress had been made in implementing APIRG Conclusion 17/42 on the resolution of missing flight plans. As such, a Regional Technical Survey was conducted in August 2011 to assess the contribution of technical (equipment) to the missing flight plan challenges. A second survey was to be carried out with the participation of the EUR Region (through Eurocontrol) which is also impacted by missing flight plans from the AFI Region.

2.46 Concerns were expressed that if the problem of missing flight plans was not addressed in a timely manner, the situation jeopardizes States' efforts in implementing Amendment 1 to PANS-ATM (Doc 4444). Accordingly, the Sub-Group formulated the following draft conclusion:

DRAFT CONCLUSION 18/XX: Addressing Missing Flight Plans

That AFI States should:

- a) **address the loss of ATS messages using AFTN, including missing flight plans, as a matter of urgency;**
- b) **continuously monitor missing flight plans through:**
 - i) **the AFI Tactical Action Group (TAG); and**
 - ii) **conduct regular surveys on missing flight plans for a longer period (e.g. 30 days), or at regular intervals, under the coordination of the ICAO Regional Offices;**
- c) **ensure that their ATC systems' clocks are synchronized with the GPS time in order to meet Annexes 2 and 11 relevant provisions.**

(Note: This Draft Conclusion proposes to supersede APIRG Conclusion 17/42)

2.47 The FPLT TF/3 also noted that part of the challenges that could be contributing to missing flight plans was the lack of training of staff employed or engaged by air operators to file or submit flight plans (filers) to the ANSPs. Accordingly, the following Draft Conclusion was formulated:

DRAFT CONCLUSION 18/XX: Training of air operators personnel on airspace organization

That, in order to reduce risks of missing flight plan, enhance safety and efficiency, States and concerned international organizations including IATA take necessary measures to ensure that flight planning personnel are adequately trained on the tasks for which they are engaged in the processing of flight plans.

Guidance for non- automated FPL processing systems

2.48 In order to support States with regard to non-automated flight plan processing systems, the FPLT Task Force reviewed and endorsed guidance that had been developed by the FPL 2012 Workshops.

Seminars and Workshops

2.49 In order to support States readiness, pursuant to APIRG Conclusion 17/62, two FPL 2012 Seminar/Workshops were held in Nairobi and Dakar in 2011. There is no plan for further Seminars. However, coordination meetings are planned to be convened at the following Main AFTN Communication Centres: Addis Ababa (17-18 April 2012), Nairobi (24-25 April 2012), and Johannesburg (8-9 May 2012). Tributary Centres connected to these Main Centres are expected to participate.

Regional ATM/SAR Performance Objectives

2.50 The ATM/AIM/SAR Sub-Group and its Task Forces reviewed and updated the Regional Performance Framework Forms (PFF) adopted by APIRG/17 as at **Appendix K-1 to K-3** to this working paper.

Civil/Military Cooperation and Coordination

2.51 The Sub-Group noted that pursuant to the Global Air Traffic Management Forum on Civil/Military Cooperation convened at ICAO HQ in Montreal, Canada from 19 to 21 October 2009, guidance on civil/military cooperation in air traffic management has been developed with the support of civil and military experts from various States and organizations and published as Circular 330 (Cir 330, Civil Military Cooperation in Air Traffic Management, Order Number: Cir330 - ISBN 978-92-9231-693-8).

2.52 As a further follow-up to the outcome of the Forum, the 37th Assembly Session approved for the triennium 2011-2013 five regional seminars/workshops on civil/military cooperation to roll-out the guidance material in Civil/Military Cooperation in Air Traffic Management (Cir 330) in all ICAO regions. The AFI Region seminar is scheduled to be convened in Nairobi, Kenya, during the first quarter of 2013. The seminar will be a Special Implementation Project (SIP).

Search and Rescue

2.53 The Sub-Group deliberated at length on the challenges that are impeding implementation progress in the AFI Region, and agreed that the single most prominent hurdle is the establishment of agreements. It was further agreed that the establishment of international agreements was the key to effective implementation. In this regard, the Sub-Group urged States to focus on the issue of bilateral and multilateral SAR agreements to facilitate cooperation.

2.54 It has been noted that issues related to SAR integration could still take more time to be implemented. Challenges include lack of political commitment, differing interpretations of sovereignty and political complexities in establishing international agreements. . Sensitization of high level State officials on SAR matters is important.

2.55 In an effort to overcome various challenges, the Sub-Group is of the view that sub-regional organizations like SADC, ECOWAS, CEMAC, EAC etc. could be good enablers. Likewise, Rescue Coordination Centres (RCCs) could serve as potential base for regional/sub-regional SAR close co-operation.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- (a) Note the information in this working paper;
- (b) Note the issues in the body of the report, for which action is required, and endorse the report; and
- (c) Endorse the Draft Conclusions in the body of this working paper, as well as the proposed consolidation of APIRG/17 Conclusions as at **Appendix A** to this working paper.
