



**INTERNATIONAL CIVIL AVIATION ORGANISATION
FOURTEENTH MEETING OF AIR TRAFFIC
MANAGEMENT/AERONAUTICAL INFORMATION MANAGEMENT/
SEARCH AND RESCUE SUB-GROUP
ICAO WACAF Regional Office (Dakar, Senegal),
11-14 May 2015**

**Opening Address by Mr. Mam Sait Jallow, ICAO Regional Director,
WACAF Office, Dakar**

List of Officials

I would like to welcome you all on behalf of the President of the ICAO Council, the Secretary General, and my colleagues of the ICAO HQ, ESAF and WACAF Regional Offices, as well as on my own behalf, to this fourteenth meeting of the Air Traffic Management, Aeronautical Management and Search and Rescue Sub-Group (ATM/AIM/SAR SG/14).

As you may recall, the ATM/AIM/SAR SG was established by the AFI Planning and Implementation Regional Group (APIRG) as an expert group in the ATM, AIM and SAR field. The current activities of the Sub-Group, take into account recent developments in air navigation, in particular, adoption of the Fourth Edition of the Global Air Navigation Plan (GANP) Doc 9750, whose key feature is the Aviation Systems Block Upgrades (ASBUs).

The work of the ATM/AIM/SAR/SG involves all the five ICAO Strategic Objectives namely: Safety, Efficiency and Capacity, Security, sustainable development of air transport and protection of the Environment. Additionally, it encapsulates all the key Performance Improvement Areas (PIAs) in the ICAO flagship programme, the Aviation Systems Block Upgrade (ASBU) modules.



Since its inception, the ATM/AIM/SAR Sub-Group has been the backbone of planning and implementation of many air navigation programmes, in partnership with all stakeholders, particularly the users, who are ably represented by IATA and other international organizations including IFATCA, IFALPA, etc. The sub-group has successfully coordinated the implementation of major programmes such as:

- airspace optimization,
- 10 minutes Longitudinal Separation,
- Reduced Vertical Separation Minimum (RVSM),
- ICAO New Flight Plan,
- Regional Search and Rescue training programmes, and many others.

The resilience exhibited by the ATM/AIM/SAR sub-group in overcoming obstacles imposed by the knowledge/expertise gap and lack of resources to implement some of the major regional programmes, is highly commendable and worthy of emulation.

As many of you would be aware, the AFI region has adopted a new methodology and approach to regional planning and implementation of ANS programmes. The Extraordinary meeting of APIRG which was held in July 2014 adopted the new organizational structure of the Group and a new planning and implementation framework, preferring a project management approach over the traditional process of meetings by a multitude of groups working as Task Forces, Working Groups, etc., whose memberships often comprise the same individual experts from States and organizations.

The new organizational structure of APIRG provides for the establishment of a project coordination committee and three Sub-groups as follows:

1. A Projects Coordination Committee (APCC);
2. An Airspace and Aerodrome Operations Sub-Group (AAO/SG);
3. An Infrastructure and Information Management Sub-Group (IIM/SG); and
4. A Traffic Forecasting Group (TFG).



For the following two Sub-Groups agreed to by the Extraordinary APIRG meeting viz:

a) Airspace and Aerodrome Operations Sub-Group (AAO/SG). Establishment of this Sub-Group recognizes the absolute necessity for effective coordination between various areas of ANS and AGA, with particular respect to the ASBUs Performance Improvement Area (PIA) 1 (Airport Operations), PIA 3 (Optimum Capacity and Flexible Flights), PIA 4 (Efficient Flight Paths); and

b) Infrastructure and Information Management Sub-Group (IIM/SG). Establishment of this Sub-Group focuses on implementation in the context of PIA 2 (Globally Interoperable Systems and Data) and focuses on the role of digital processing and management of aeronautical information, meteorological information and the data link communications in support of the provision of Air Traffic Services (ATS). In addition, this grouping is in alignment with the Technology Roadmaps in the GANP (Doc 9750).

I am satisfied that this present meeting will study this new APIRG structure and methodology as one of its agenda items. With implementation as the main driver, projects will have to be identified from ASBU modules and regional performance objectives adopted by APIRG, to be carried out by teams of experts provided by States and concerned international organizations.

Whilst commending the sub-group for a job well done to date, there are still some tasks that are pending. As such, it is important to adjust to the new APIRG organizational structure and methodology in order to bring fruition to current initiatives being embarked upon in the air navigation field, and assist the AFI region to be counted as equal partners in attaining the objectives set out in the Global Air Navigation Plan.

One of the key tasks to be addressed by this last meeting of the APIRG ATM/AIM/SAR sub-group is to identify all outstanding tasks of the sub-group, reassess their continued relevance or otherwise in the implementation of the ASBUs, and where required, to formulate them into



potential projects. We believe that AFI States and stakeholders, with the rich history of harmoniously working together to chalk major successes, will again rise to the occasion.

ICAO stands ever ready to play its coordinating role to support activities that are aimed at realizing the objectives set out in the ICAO strategic objectives and other supporting initiatives envisaged in the GANP through ASBU and GASP. In particular, the reorganization of APIRG comes at the heels of the President of ICAO Council's initiative of ***"No Country Left Behind"*** and ***"AFI air navigation services providers' Peer Review mechanism"***.

In addition, the AFI Plan Steering Committee has at its fourteenth meeting in October 2014, proposed a set of AFI Air Navigation Performance Indicators. The targets associated with these PIs are to be developed and adopted through the APIRG process which will necessarily involve this sub-group.

Most recently, the Steering Committee of the AFI Regional Aviation Safety Group (RASG-AFI), at its first meeting held here in Dakar on the 19th and 20th of April 2015 took a decision (Decision RASC 1/02) that Aeronautical Information Management (AIM) be included in the list of Emerging Safety Issues (ESIs), and that AIS/AIM transition forms part of the RASG-AFI ESI-Safety Support Team activities.

These initiatives and many others are poised to place air navigation on a high pedestal, giving it the visibility and priority which will be necessary for attaining safety, capacity and efficiency.

I therefore wish to entreat you all, distinguished experts and indeed all stakeholders, to embrace the change and be part of the efforts to reverse the negative picture of Africa bearing the unpleasant tag of being a region with an unacceptably high aircraft accident rate and high number of aircraft incidents (even though these are on the decline).



I am pleased to note the high number of participating States, ANSPs and user representatives in this meeting, and I urge you all to take full advantage of the gathering to lay the foundation for a positive transformation of the AFI air navigation landscape in order to achieve significant progress.

Let me take this opportunity to draw your attention to the establishment of the African Flight Procedures Programme (AFPP), which is an ICAO Programme hosted here in Dakar. On behalf of ICAO I wish to thank your States and organizations for their efforts to bring this long awaited Programme to reality, and to encourage you to make optimum use of the AFPP in supporting the implementation of PBN, particularly in the terminal areas.

I also wish to acknowledge the true spirit of partnership that has been displayed over the years by the ATM/AIM/SAR SG which has given a practical meaning to the Collaborative Decision Making (CDM) process which is one of the ICAO global frameworks for implementing air navigation programmes. I therefore urge the sub-group to be very professional in the application of its expertise, favouring a continent-wide vision over individual, national or group preferences, in order to ensure a smooth transition into the new APIRG framework.

The hospitable and friendly nature of Senegal as a destination that embraces people and organizations from diverse nationalities and cultures should engender a productive work environment where continent-wide outcomes can be achieved.

As it is customary of ICAO Regional Offices, the entire staff of the WACAF Office is available at your call to serve you and to support the attainment of a successful and a productive outcome for this meeting. Let us therefore resolve that we can, and we will, remove all roadblocks that have until now impeded implementation of outstanding APIRG Decisions and Conclusions, and ensure at the end of the meeting, that we have made the aviation industry safer, more efficient, more secure, environmentally friendlier and have served the course of developing a sustainable air transport industry.



I welcome you all, once again, to Dakar and to the ICAO WACAF Office and wish you all purposeful and fruitful deliberations.

Thank you for your kind attention.

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