



International Civil Aviation Organization  
Western and Central African Office

## **AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP (APIRG)**

### **Fourteenth Meeting of the Air Traffic Management/Aeronautical Information Management/Search and Rescue Sub-Group (ATM/AIM/SAR SG/14)**

*(Dakar, Senegal, 11 to 14 May 2015)*

**Agenda Item 3: Status of implementation of the Sub-Group work programme and related Task Forces/Working Groups as assigned by APIRG related to ATM**

#### **3.1 Air Traffic Management**

#### **STATUS OF IMPLEMENTATION: ATM**

*(Presented by the Secretariat)*

<b>SUMMARY</b>	
This working paper presents the work done by the ATM/AIM/SAR Sub-Group and related Task Forces and Working Groups established by APIRG, in the area of air traffic management (ATM) and calls for an update of information on the status of progress of AFI States, as provided for in the list of Appendices to this paper.	
Action by the meeting is at <b>paragraph 3.</b>	
<b>REFERENCES</b>	
APIRG/19 Report	
This working paper is related to Strategic Objectives: <b>A</b>	

### **1. INTRODUCTION**

1.1 The meeting will recall that the APIRG/19 meeting held in Dakar, Senegal (28 to 31 October 2013) endorsed the work programme of the Air Traffic Management/Aeronautical Information Services/Search and Rescue Sub-Group (ATM/AIM/SAR SG) including the outcome of established subsidiary bodies (Task Forces and Working Groups) of the Sub-Group.

1.2 Based on the work programme of the Sub-Group since the APIRG/19 meeting, this paper presents the status of implementation of the Task Forces and Working Groups in the area of air traffic management for review and update by the meeting.

1.3 The APIRG/19 Meeting in 2013 considered a list of Conclusions adopted by the Group since its Thirteenth meeting and adopted consolidation thereof proposed by the

ATM/AIM/SAR Sub-Group as at **Appendix 3A** to this working paper.

## 2. DISCUSSION

### Outcome of recent Events

#### *TAG/6 and TAG/7 Meetings*

2.1 The Sixth Meeting of the AFI Tactical Action Group (TAG/6) was held in Johannesburg, South Africa from 14 to 15 March 2015. The meeting reviewed 513 UCRs, out of which 223 were related to communication failures, while the rest comprised of ATS incidents, coordination failures events and aircraft operations without RVSM approval. The meeting was provided with an update on corrective actions taken by Angola, Democratic Republic of Congo, Kenya, Mogadishu, Nigeria, South Africa and ASECNA to address causal factors in order to reduce the number of UCRs. 223 UCRs were related to communication failures.

2.2 TAG/7 was also convened in Johannesburg, South Africa on 13 March 2015. The meeting noted that safety in the provision air traffic services (ATS) in the Kano, Mogadishu and Luanda FIRs remained an issue of concern. In the case of Kano FIR, in addition to issues prevailing elsewhere in the FIR, communication infrastructure was also negatively impacted by security issues in the northeast part of the country.

2.3 TAG/7 noted that feedback on many UCR investigations cited “work overload” or “heavy traffic” as causal or contributing factors. However, in many cases these phrases reflected the existence of more profound issues, including the following:

- a) lack of staffing policies or not adhering to such provisions;
- b) lack of methods for determining appropriate staffing requirements;
- c) staff shortage;
- d) overworked staff, transient or cumulative fatigue;
- e) unqualified or poorly qualified staff;
- f) lack of recurrent training;
- g) lack of ATC proficiency; and
- h) lack of ATS investigator training.

2.4 The meeting was informed of a TAG mission which was conducted to Luanda in December 2014 and had successfully provided support on the establishment of unidirectional tracks to address incident hotspots in the interface between Gaborone and Luanda FIRs, as well as adjustment of routes to address UCRs at and around waypoint ILDIR.

2.5 The TAG also noted the on-going airspace organization being undertaken by ASECNA with regard to the Brazzaville FIR, Douala and Libreville UTAs and expressed concern in respect of ASECNA’s project to sectorize the Accra FIR in order to facilitate ASECNA to manage the airspaces of Togo and Benin. The TAG urged the relevant authorities to consider alternative solutions to address the airspace management challenges in respect of the airspace over Benin and Togo in the Accra FIR, other than measures that would

result in the fragmentation of airspace and ATS. In view of the above, the TAG formulated the following Draft Conclusion:

**DRAFT CONCLUSION 14/XX RESOLUTION OF AIRSPACE  
MANAGEMENT CHALLENGES IN  
ACCRA FIR OVER THE TERRITORIES  
OF BENIN AND TOGO**

**That, in view of the potential risk for negative safety implications including increased cockpit workload, risk of traffic coordination failure between Air Traffic Control Centres and the complexity of air traffic management:**

- a) **Ghana, Benin, Togo and ASECNA consider alternative solutions to the airspace management challenges related to the airspace in the Accra FIR over Benin and Togo, other than measures that would result in the fragmentation of the airspace and air traffic services with consequential safety issues; and**
- b) **ICAO be invited to facilitate discussions and related processes to seek and implement operational measures that would address concerns of the States, taking into consideration international standards including ICAO Assembly Resolutions and Strategic Objectives.**

*Accident Investigation Analysis Group (AIAG)*

2.6 The Eleventh Meeting of the Accident Investigation Analysis Group (AIAG/11) was held in Johannesburg from 12-13 March 2014. The meeting noted that there were common causal and contributing factors to UCRs in the RVSM airspace and below FL290, which included loss of situation awareness. The meeting also noted the apparent lack of training of officials assigned to carry out the investigations and agreed that as part of efforts to address this challenge, States/ANSPs should be urged to implement Human Factors principles in the work environment.

2.7 The Twelfth Meeting of the Accident Investigation Analysis Group (AIAG/12), was convened from 11 to 12 March 2015 (Johannesburg, South Africa) where 88 UCRs were reviewed, out of which 38 were classified as AIRPROXs and 21 as ATS incidents. The meeting noted that ATS proficiency continued to be a significant factor in the UCRs recorded.

*PBN Route Network Development Working Group (PRND WG)*

2.8 The Fourth Meeting of the Performance Based Navigation (PBN) Route Network Development Working Group (PRND WG/4) was held in Nairobi, Kenya, from 1 to 3 April 2014. The meeting reviewed the following APIRG Conclusions and Decision related to its terms of reference, namely Conclusions 15/31: *Application of Flexible Use of Airspace (FUA)*, Conclusion 17/46: *AFI PBN Implementation Regional Plan*, Conclusion 18/10: *Lowering of RNAV/RNP Routes UM214 and UM215*, Conclusion 18/12: *AFI ATS Route Catalogue Template*, 19/15: *AFI ATS Route Catalogue (AARC)*, and Decision 17/50: *PBN Route Network Development Working Group (PRND WG)*.

2.9 The meeting reviewed the list of trajectories developed during the PRND WG/3 meeting held in August 2013 and adjusted several existing and proposed ATS route trajectories to resolve some of the ATS incidents ‘hot spots’ identified by the ATS Incident Analysis Group (AIAG) and AFI Tactical Action Group (TAG) meetings in Johannesburg 12-14 March 2014.

2.10 As part of addressing safety associated with operational improvements and PBN implementation, the meeting emphasized the importance for ESAF and WACAF Regional Offices to continue urging States (individually contacting them if necessary) to implement Strategic Lateral Offset Procedures (SLOP) in their respective FIRs.

2.11 The PRND WG/5 Meeting was convened in Dakar, Senegal from 17 to 20 February 2015 and agreed on the implementation of a set of new and amended trajectories as submitted by IATA through the AFI ATS Route Catalogue Template, in support of user requirements.

#### *Air Traffic Services Competencies Study Group (ATSCSG)*

2.12 The Air Traffic Services Competencies Study Group (ATSCSG/1) was established by APIRG Decision 19/18 and convened its first meeting (ATSCSG/1) in Nairobi, Kenya, from 22 to 23 July 2014. As part of its terms of reference, the group was tasked with studying the shortcomings in ATC training in AFI States covering the following areas:

- a) States/ANSPs training programmes and training plans,
- b) ATC selection criteria, including training policies and selection processes,
- c) accreditation and training packages of aviation training institutions,
- d) on-the-job training provided, including initial, in-service and recurrent,
- e) application of human performance aspects in the work environment,
- f) analysis of training packages delivered, including abridging practices from training institutions to the work environment.

2.13 The meeting agreed for a survey to be conducted in order to gather the required information to facilitate the study. A questionnaire, to be developed, would be circulated to all AFI States by the Secretariat and the information would support the assessment process to be undertaken by the Study Group.

### **3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note the information provided in this working paper;
- b) review and update the information in **Appendices 3B-1 to 3B-13** to this working paper; and
- c) review the list of consolidated ATM, AIM and SAR related APIRG Conclusions at Appendix 3A to this working paper to identify outstanding tasks.

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