

AFI IMPLEMENTATION COORDINATION GROUPS (ICGs) TERMS OF REFERENCE

TASKS

1. initiate and coordinate actions required to carry out implementation of the SARPs, the Global Aviation Navigation Plan as well as Regional Requirements as indicated in the Regional Performance Objectives
2. review information from various sources regarding implementation shortcomings and deficiencies and:
 - (i) facilitate the elimination of the shortcomings and deficiencies
 - (ii) propose solutions to be taken by states to eliminate the shortcomings and deficiencies
3. Coordinate the implementation of specific operational [performance] improvements (e.g. ATS route trajectories, applicable separation minima)
4. Coordinate the planning of elements within the Aviation System Block Upgrades (ASBUs) Modules, to ensure that operational requirements form the basis for investment in ANS infrastructure, and the planning and implementation of ANS infrastructure informs the readiness of operational improvements
5. Provide a forum for and facilitate the establishment and update of operational agreements in the areas of ATM, AIM and SAR

COMPOSITION

6. AFI ATM and CNS professionals from the ICGs identified below, who are regularly involved in planning and implementation of ASBUs Modules. The following professional will also be expected to participate in the activities of the ICGs as guided by Secretariat:
 - AIM, MET and SAR professionals who are involved in and conversant with issues concerning planning and implementation of ASBUs Modules in the AFI Region
 - Professionals involved in identifying and resolving safety issues in the areas of air navigation services (ANS)
7. The ICGs will be composed of States and ANSPs from the Areas of routing or part thereof as follows:
 - ICG 1 – AR-1 and AR-2
 - ICG 2 – AR-5 and AR-4 North
 - ICG 3 – AR-4 South (*Luanda, Lusaka, Lilongwe, Beira & FIRs to the South*)
 - ICG 4 – AR-3 and AR-6
8. Reporting: Outcome of the ICGs will be submitted to the ATM/AIM/SAR, CNS and MET Sub-Groups through coordination by the Secretariat.

Homogeneous ATM areas and major traffic flows/routing areas

With Changes Proposed 2011 (not part of Doc 9750 3rd Ed.)

<i>Areas (AR)</i>	<i>Homogeneous ATM areas and major traffic flows/routing areas</i>	<i>FIRs involved</i>	<i>Type of area covered</i>	<i>Remarks</i>
Africa-Indian Ocean (AFI) Region				
AR1	Europe — South America (EUR/SAM) (oceanic)	Atlantico ¹ , Canarias, Casablanca, Dakar Oceanic, Recife, Sal Oceanic	Oceanic en route low density in southern part and oceanic high density in northern part	Major traffic flow EUR/SAM
AR2	Atlantic Ocean interface between the AFI, NAT and SAM Regions	Accra, Dakar, Johannesburg Oceanic, Luanda, Sal	Oceanic en route low density	Homogeneous ATM area AFI/NAT/SAM
AR3	Europe — Eastern Africa routes including the area of the Indian Ocean	Addis Ababa, Antananarivo, Asmara, Cairo, Dar es-Salaam, Entebbe, Khartoum, Mauritius, Mogadishu, Nairobi, Seychelles, Tripoli	Continental en route/ oceanic low density	Major traffic flow AFI/EUR
AR4	Europe to Southern Africa	Algiers, Beira, Brazzaville, Cape Town, Gaborone, Harare, Johannesburg, Kano, Kinshasa, Lilongwe, Luanda, Lusaka, N'Djamena, Niamey, Tripoli, Tunis, Windhoek	Continental en route low density	Major traffic flow AFI/EUR
AR5	Continental Western Africa including coastal areas	Accra, Dakar, Kano, Ndjamenia, Niamey, Roberts, Brazzaville, Kinshasa, Khartoum, Addis, Nairobi, Entebbe, Dar-ES-Salaam	Continental/oceanic low density	Homogeneous area AFI (this is a growing traffic, developing into major traffic flow)
AR6	Trans-Indian	Antananarivo, Bombay ¹ , Johannesburg Oceanic, Male ¹ , Mauritius, Melbourne ¹ , Seychelles	Oceanic high density	Homogeneous ATM area AFI/ASIA