



ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

**Fourth Meeting of the APIRG Airspace and Aerodrome Operations Sub-Group
(AAO SG/4), Virtual Meeting, 16 to 18 August 2021**

Agenda Item 3 Planning and Implementation

Agenda Item 3.1: Airspace (Safety, Capacity and Efficiency) projects.

STATUS OF IMPLEMENTATION OF TAG/11 and TAG/12 REPORTS

(Presented by the Secretariat)

SUMMARY
<p>This paper presents the status of implementation of conclusions and discussions emanating from the TAG/11 and TAG/12 meetings held in Johannesburg, South Africa, on 08 March 2019 and 13 March 2020 respectively.</p> <p>Action required from the meeting is per Paragraph 3</p>
<p>REFERENCE(S):</p> <p>TAG/11 and TAG/12 Summary of Discussions</p>
<p>APPENDICES</p> <p>Status of implementation report</p>
<p>Related ICAO Strategic Objective(s):</p> <p>A: Safety – Enhance Global Civil Aviation Safety</p>

1. Introduction

- 1.1 The Tactical Action Group (TAG) held its' last meeting in 2020. There was no meeting in 2021 due to the prevailing travel restrictions brought about the COVID-19 pandemic and

the unavoidable logistic of accessing the incident report database in a manner that would retain the required confidentiality.

- 1.2 This Working Paper therefore presents the status of implementation of the previous Tag recommendations i.e. Summary of Discussions by the TAG/11 and TAG/12 meetings held in Johannesburg, South Africa, on 08 March 2019 and 13 March 2020 respectively.
- 1.3 Follow-up actions indicated in the below table have been updated and established according to information available at the Secretariat.

2 Discussion

2.1 The TAG/11 meeting discussed eight (8) Agenda items and formulated a number of action items to be implemented by States and TAG members. TAG/12 meeting reviewed the status of implementation of the TAG/11 recommendations and formulated additional action items as follow-up to TAG/11.

2.2 The attached table presented in **Appendix A** to this WP provides the status of implementation of the recommendations from the two meetings.

3. Action Required

The meeting is invited to:

- a) Review and up-date the implementation status of the Summary of Discussions as in **Appendix A** to this working Paper.
- b) Agree on any other follow-up action thereon.

Appendix

STATUS OF IMPLEMENTATION OF TAG/11 and TAG/12 REPORTS

Item	Action Required	Status	Action By
1.	<p>Somalia/Mogadishu FIR</p> <p>Inform Somalia about the high number of AIRPROXES in Mogadishu FIR which is a safety risk and request for urgent action to address the unsatisfactory conditions in the FIR;</p> <p>Somalia Investigate “Hot Spots” over HARGA, EVEBU, MOGDU, AVEDA, RAGGS and implement corrective measure to resolve challenges with the existing airspace structure, route network, Hotspots and applicable ATC procedures;</p> <p>Somalia urged speed up ongoing reorganize of airspace to Class-A airspace and implement applicable procedures. TAG members and adjacent FIRs to support activities aimed at upgrading the Mogadishu airspace from Class G to Class A;</p> <p>ICAO facilitates the organisation of a Mogadishu FIR Coordination</p>	<p>On-Going:</p> <ul style="list-style-type: none"> - SCAA was informed of the recommendations from both TAG11 and TAG 12; the State have been active in addressing the deficiencies noted by the previous TAG meetings. - 3 Coordination meetings involving Somalia, key stakeholders and the neighbouring states including one with the MID region states (Sanaa FIR) were held on 20-21 August 2019, July 2020 and 6 August 2020 respectively. - Due to the restrictions brought by COVID 19 pandemic there has been delay in the implementation of Class A airspace within the Mogadishu FIR. However, report from the State indicate that work have resumed and implementation ongoing. Transition from the FIC to the new ACC scheduled for 1-15 Dec 2021 and from Class G airspace to Class in late Dec 2021. 	<p style="text-align: center;">ICAO/ Somalia/ARMA</p>

<p>Meeting to be conducted and encourage the participation of adjacent States, FIRs, and ATC units, in particular Sanaa and Asmara;</p> <p>TAG conducts a technical mission (comprising of ICAO, IATA, ARMA and Airline operators) to Mogadishu;</p> <p>Consider separating Approach Control Unit and Aerodrome Control Tower functions;</p> <p>Upgrade of all communications;</p> <p>Provide feedback on ASRs/UCRs.</p> <p>Somalia provides ATS refresher training on advisory services to its air traffic advisory personnel;</p> <p>Secretariat to obtain status report of the ICAO TCB project for Mogadishu and provide a briefing to the TAG;</p> <p>Compile a comprehensive UCR report on the high number of incidents in the FIR, and highlight incidents over the high seas for the attention of ICAO.</p>	<ul style="list-style-type: none"> - The States from the Horn of Africa including Somalia, and three MID region States; Yemen, Oman, Sudan were invited and participated in the interregional ATM coordination meeting held virtually on 28 June – 2 July 2021. - Due to unavoidable travel restrictions brought about by COVID-19 in 2019/2021, the planned visit to Mogadishu FIC is still not visible and been deferred to a later date to be determined. - Report received from Mogadishu on the ongoing Airspace and ATM system upgrade indicate that implementation process on going, training of ATC completed. Installation of VHF stations still pending for Baidao and Galkaio Towers but expected to complete in early 2022 - Training for air traffic controllers completed for Area/airways service and refresher on the same completed in preparation for the transition to air traffic control service (ATCS). - SCAA has provided investigation reports for ATS incidents and LHD to ICAO and AIAG secretariat in 2020/2021 and is currently engaged in providing monthly RVSM data to ARMA. 	
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	ARMA to consider the possibility of conducting a Mogadishu specific Collision Risk Assessment.		
2.	<p>Incidents at or in the vicinity of aerodromes</p> <p>States/ANSPs take proactive measures to resolve the causes and contributing factors about the increasing trend of incidents at or in the vicinity of aerodromes, and inform ICAO of corrective actions taken</p>	<p>On-Going</p> <p>TAG/12 noted the continued increase of incidents in the aerodrome environment</p>	States/ ANSPs
3.	<p>High rate of climb</p> <p>IFALPA to provide information and operational guidance material for pilots with respect to high rate of climb.</p>	<p>On-Going</p> <p>TAG/12 indicated reduced number of incidents. With the reduction in traffic levels few incidents were reported in 2020/2021</p>	IFALPA
4.	<p>Coordination failures with its neighbouring FIRs</p> <p>Tanzania to provide periodic updates on progress made in the implementation of corrective actions to address the high number of coordination failures with its neighbouring FIRs.</p>	<p>On-Going</p>	<p>United Rep. Tanzania</p> <p>Angola (<i>pending Update</i>)</p>

	<p>Angola to respond to the ICAO State Letter on serious incidents of coordination failures with neighbouring FIRs/ATC units following SAT/23 meeting in Durban in June 2018, take appropriate corrective actions and provide evidence of the effectiveness of such actions in addressing the recurring trend of communication and coordination failures in the Luanda FIR,</p>		
5.	<p>Air-Ground Communication Procedures</p> <p>Angola to publish procedures as appropriate to indicate the primary, secondary and other back-up communication means to resolve the ambiguity of pilots communicating using different means other than that expected by ATC.</p>	<p>Pending</p>	<p>Angola (<i>pending Update</i>)</p>
6.	<p>Transfer of Control between Sal and Dakar</p> <p>Sal and Dakar Oceanic FIRs to find a common solution to the transfer of control challenges with regards to CPDLC next data authority and amend</p>	<p>On-Going</p>	<p>Cape Verde and Senegal (<i>pending Update</i>)</p>

	their ATC LoPs accordingly for implementation.		
7.	<p>Mandating the use of Datalink (for CPDLC)</p> <p>ICAO to advise if the use of CPDLC can be mandated for aircraft operating in the high-seas.</p>	<p>On-Going</p> <p>Presented for Discussion at APIRG/22 and SAT/24</p>	ICAO (<i>pending Update</i>)
8.	<p>Technical Mission to DRC/Kinshasa FIR Coordination Meeting</p> <p>TAG conducts a technical mission (comprising of ICAO, IATA, ARMA and Airline operators) to Kinshasa;</p> <p>ICAO to facilitate the organization of a Kinshasa FIR Coordination meeting at a suitable date and ensure the participation of adjacent States/FIRs/ATC units.</p>	<p>Pending</p> <ul style="list-style-type: none"> - due to the COVID-19 restrictions, travelling have been deferred to later, dates to be determined. - DRC and neighbouring FIRs participated in the interregional ATM coordination meeting held virtually on 28 June – 2 July 2021 where some of the coordination issues were discussed and LOAs reviewed. 	ICAO/ARMA/IATA
9.	<p>Addis Ababa FIR Coordination Meeting</p> <p>ICAO to facilitate the organization of an Addis Ababa FIR Coordination meeting at a suitable date and ensure</p>	<p>On-Going</p> <ul style="list-style-type: none"> - Virtual Coordination Meeting held on 6th August 2020. 	ICAO

	the participation of adjacent States/FIRs/ATC units.	- Further CMs held in 2020 and 2021, however no participation from Addis Ababa and Asmara FIR in any. Djibouti also not represented.	
10	Gaborone or Lusaka FIR Coordination meeting ICAO to facilitate the organization of either Gaborone or Lusaka FIR Coordination meeting at a suitable date and ensure the participation of adjacent States, FIRs and ATC units to resolve the high numbers of Coordination Failures.	On-Going - The Southern African FIRs, including Zambia and Botswana participated in the interregional ATM coordination meeting held virtually on 28 June – 2 July 2021 where some of the coordination issues discussed and LOAs reviewed.	ICAO
11	ATC Units Capacity Assessment States/ANSPs conduct ATC unit Capacity Assessment including required staffing levels and take action to address shortages where applicable.	On-Going ICAO addresses this with the states through the USOAP CMA PQs and ROST missions	States/ ANSPs
12	implementation of Safety Management Systems States/ANSPs place more emphasis on implementation of Safety Management Systems and ensuring application of appropriate Safety Nets and promotion of Just Culture.	On- Going ICAO addresses this with states through the USOAP CMA PQs and ROST missions	States/ ANSPs
13	Training	On- Going	States/ANSPs

	States/ANSPS give priority to ATC refresher training including contingency procedures, and provide training for ATS supervisors to enhance effective supervision.	COVID-19 effects affected Training priorities especially where physical class setups required.	
14	<p>Civil Military Cooperation</p> <p>States/ANSPs review existing ATM operational procedures and ensure implementation of Civil/Military Cooperation to enhance safe and efficient Functional Use Airspace for all users;</p> <p>Use Civil Military cooperation to assist with airspace organization, coordination and review of procedures to improve safety and efficiency of flight operations</p>	<p>On- Going</p> <ul style="list-style-type: none"> - ICAO addresses this with states through the USOAP CMA PQs and ROST missions - ICAO organized an AFI Civil/Military Cooperation workshop on 27-29 April 2021; 486 Participates from ANSPs, CAAs, Military Agencies, MET organizations, Air Operators and international organizations were provided with training and understanding of the ICAO Doc. 10088 used in support of the Civil/Military Cooperation in ATM. - AFI states urged to establish Civil/Military cooperation committees, develop and implement an effective Civil/Military Cooperation between April and 26 August 2021 and report to ICAO on the state action plan. 	States/ANSPs
15	<p>Change Management Implementation</p> <p>States/ANSPs ensure Implementation of Change Management along with airspace reorganization, new concepts</p>	<p>On- Going</p> <p>ICAO addresses this with states through the USOAP CMA PQs and ROST missions</p>	States/ANSPs

	of operation and installation of new equipment.		
16	<p>RPAS</p> <p>States establish and enforce regulations on Remotely Piloted Aircraft Systems (RPAS) to reduce the risks posed by RPAS operations in non-segregated airspace.</p>	<p>On- Going</p> <p>(Pending State reports)</p>	States
17	<p>Primary and Secondary Communication Means</p> <p>States/ANSPs establish and publish communication procedures in AIP in airspaces where VHF, CPDLC, HF and others air-ground communication means are available for use by flight crew.</p>	<p>On- Going</p> <p>(Pending State reports)</p>	States/ANSPs
18	<p>Resolution of Air Navigation Deficiencies</p> <p>States: improve regulatory oversight of ANS Providers;</p> <p>Nominate focal points and ensure timely resolution of deficiencies uploaded in the AANDD, and inform ICAO to validate resolution of the deficiencies;</p>	<p>On- Going</p> <ul style="list-style-type: none"> - APIRG/22 recommended the review and relaunching of the AANDD. - State Letters Ref: SL ES AN 1/6 – 0133 and ES AN 1/6 – 0498 sent to nominate FPs to manage the database and receive training; most states have nominated FP however a few still pending 	States/ ANSPs/IATA and industry

	<p>ICAO inform States of deficiencies identified by AIAG through individual State Letters;</p> <p>ICAO upload deficiencies identified by AIAG on the AFI Air Navigation Deficiency Database (AANDD) and urge International organizations (IATA, IFALPA, IFATCA) to monitor AANDD resolution of the deficiencies;</p> <p>IATA inform States/ANSPs deficiencies identified by AIAG through its technical panel missions</p>	<ul style="list-style-type: none"> - Workshop to train the FP carried out for ESAF states on 14 December 2020; training for WACAF states still pending. - ICAO is reviewing and updating the database; training to continue thereafter. - Due to the ongoing upgrade on the database, new deficiencies have not been uploaded, however a review on the minimum reporting areas carried out and will be available in the database once the work is completed. 	
<p>19</p>	<p>Update of outdated AIPs</p> <p>States with outdated AIP to take urgent action to update them as appropriate.</p>	<p>On- Going</p> <ul style="list-style-type: none"> - ICAO/IATA Workshop held for the States on 23-27 Sept. 2019 to training the focal points of data source at state level in the aim to address the outdated data in the AIPs and NOTAMs. - ICAO launched the campaign on eliminating Old and very old NOTAM in April 2021. The AFI region held an awareness workshop for AIM stakeholders on 22-24 June 2021. 	<p>States</p>
<p>20</p>	<p>Use of IFBP Procedure</p> <p>Flight crew are encouraged to use IFBP in FIRs where requirement for IFBP are still applicable;</p>	<p>On-Going</p>	<p>Air Operators/ IATA/IFLPA</p>

	<p>Flight crew should comply with procedures calling for establishing contact 10 minutes call prior to entering a new FIR;</p> <p>Aircrew to be encouraged to submit detailed reports;</p> <p>Publish Special Emphasis Bulletin on IFBP for pilot and ATC Situation Awareness and understanding that ATS is advisory only;</p>		
21	<p>Air Safety Reports/ Filing of UCRs</p> <p>Airline operators are urged to file and submit Air Safety Reports;</p> <p>IATA to submit de-identified reports of UCRs to AIAG members prior to AIAG meetings to allow better preparations.</p>	<p>On- Going</p> <ul style="list-style-type: none"> - Few reports received in 2020 - AIAG/18 held virtually on 	<p>Air Operators/ ANSPs/IATA</p>
22	<p>ADS-C/CPDLC</p> <p>Airline operators are encouraged to equip and operate ADS-C/CPDLC</p>	<p>On- Going</p> <p>TAG/ 12 report indicate that this remains a challenge in Datalink airspace over AFI region.</p>	<p>Air Operators</p>
23	<p>UCRs involving Sanaa and Asmara FIRs</p> <p>ARMA is requested to compile the details of incidents of coordination</p>	<p>On- Going</p>	<p>ARMA/ ICAO</p>

	failures and LHDs and submit to the ICAO ESAF Regional Office for coordination and onward transmission to the ICAO MID Office to address the unsatisfactory condition reports involving Sanaa and Asmara FIRs.	Meeting involving the ICAO ESAF and MID ROs with Sanaa, Asmara, Mogadishu and Addis Ababa FIRs held on 6 th August 2020; however Asmara FIR not represented.	
24	<p>Human Factors and Action Coordination Failures</p> <p>States/ANSPs which recorded high numbers of coordination failures be urged to investigate and identify Human Factors causes which lead to coordination failures, and take appropriate steps to address them, including awareness programmes to mitigate human error induced by coordination failures.</p>	<p>On- Going</p> <p>ICAO addresses this with states through the USOAP CMA Activities and ROST missions</p>	States/ ANSPs
25	<p>Large Height Deviation/Reduction in Vertical Risk</p> <p>States/ANSPs be urged to report all vertical events involving large height deviations and take the necessary corrective action to reduce the total vertical risk further down to below the total vertical Target Level of Safety.</p>	<p>On- Going</p> <ul style="list-style-type: none"> - Discussed at APIRG/22; recommendation forwarded to states. - Concerned States also contacted directly by ARMA 	State/ANSPs

		<ul style="list-style-type: none"> - The LHD in the Horn of Africa addressed at the group discussions during the interregional ATM CM held on 28 June- 2 July 2021. 	
26	<p>Submission of RVSM Data for CRA/13</p> <p>States/FIRs which have not yet done so are urged to submit all the RVSM data from 2018 to 2019 as soon as practically possible to be included in the next Collision Risk Assessment CRA 13, and establish a mechanism for submission of monthly data to ARMA.</p>	<p>Completed.</p> <ul style="list-style-type: none"> - Only 50% of states provided required data; as a result, the CRA/13 figures climbed from 58.6 x10⁻⁹ for CRA/12 to 75.4 x 10⁻⁹. - ARMA held an awareness workshop for state FPs on 20 November 2020. - Great improvement noted for the data collection forming CRA 14 . Only 17 out of 27 FIRs submitted data, which reduced the total Risk to 10.9 x 10⁻⁹. However, there remains concern that not all States provide data; AFI states are urged to ensure monthly submission is enhanced. - Data collection for CRA 15 was completed by 15 June 2021. 	States/ANSPs
27	<p>SLOP</p> <p>AFI States are encouraged to implement Strategic Lateral Offset Operations (SLOP);</p>	<p>On-Going</p> <ul style="list-style-type: none"> - Discussed at APIRG/22 and 23; implementation stands at 74% with 20 FIRs implemented. There was improved 	

	ARMA and ICAO should provide more education of SLOP to provide better clarification on ICAO provisions, applications, processes, benefits and delineation of roles and responsibilities of States, ANSPs and airspace users.	<p>level of implementation noted especially in the WACAF region. 7 FIRs still pending implementation.</p> <ul style="list-style-type: none"> - - Awareness training on SLOP on going. 	
28	<p>Review of the AFI route network</p> <p>Secretariat to coordinate with States/ANSPs and Airspace Users to facilitate a review of the AFI route network;</p>	<p>Ongoing</p> <ul style="list-style-type: none"> - Route Lab held on 16-20 December 2019 in Accra, followed by virtually meeting on 28 April 2020. Also reviewed during the ATM CM in Jun/July 2021. - Improved implementation noted in 2020/2021; nineteen (19) AFI States have published new ATS routes, and twenty seven (27) AFI States published flight plannable direct (DCTs). 	
29	<p>Training of RVSM NPMs or Focal Points</p> <p>States be requested to confirm/update the contact details of RVSM National Programme Managers or Focal Points;</p> <p>ICAO and ARMA to conduct seminars for State agencies and RVSM NPM/Focal Points to inform and/or update them on RVSM requirements</p>	<p>Completed</p> <p>ARMA provided an awareness workshop for FP on 20 November 2020.</p> <p>State nomination of FP on going</p>	ARMA/ ICAO States

	and post implementation responsibilities of States, ANSPs and Airspace Users and other stakeholders		
30	ICAO was requested to ensure that the monthly TAG teleconferences resumes from April 2019;	<p>Pending</p> <p>One Teleconference held on 12 September 2020; challenge faced with logistics especially during the period 2020/2021.</p>	ICAO/ TAG members