



**INTERNATIONAL CIVIL AVIATION ORGANIZATION
WESTERN AND CENTRAL AFRICAN OFFICE**

**TENTH APIRG ATS/AIS/SAR/SG MEETING
(Dakar, 13 – 15 April 2009)**

Agenda Item 7: Review of the implementation of the ATC Service

(Presented by the Secretariat)

Summary

This paper reviews the status of the implementation of ATC Service in the AFI region. Action by the Sub-Group is as at Para. 3

References:

- Annex 11 (Air Traffic Services)
- ATS Planning Manual (Doc. 9426)
- Report of AFI/7 RAN meeting (Doc 9702)
- Report of APIRG/16 meeting

1. Introduction

1.1. In accordance with AFI/7 RAN Rec. 5/21, APIRG was to identify those routes or route segments where based upon traffic densities, or other operational assessment factors, Air Traffic Control should be implemented. Subsequently APIRG under its terms of reference assigned the above task to its ATS/AIS/SAR Sub-Group.

2. Discussion

2.1. In accordance with Annex 11, paragraph 2.4, the need for the provision of air traffic services shall be determined by consideration of the following:

- a) The types of air traffic involved;
- b) The density of air traffic;
- c) The meteorological conditions;
- d) Other relevant factors.

2.2 The Air Traffic Services Planning Manual (Doc 9426-AN/924) in Part 1, Chapter 3, paragraph 3.2.4 specifies that, when deciding whether or not ATC should be provided, the following should, among other factors, be taken into account:

- a) The desire of the operators of flights concerned to obtain that service;
- b) The types and density of air traffic at any moment or during specific periods and the resulting risk of possible collisions between flights;
- c) The prevailing meteorological conditions;
- d) Other relevant factors of a local nature, i.e. the general topography, hospitability of the area over flown, etc.

2.3 The Statement of Basic Operational Requirements and Planning Criteria - AFI Region requires that Area Control Service should be provided for all IFR flights along all ATS routes to be used by international aircraft operations, except where type and density of traffic do not justify the provision of such service. Furthermore, Approach Control Service should be provided at all aerodromes used for international aircraft operations and control areas should be established so as to encompass at least the climb to cruising levels of departing aircraft and the descent from cruising level of arriving aircraft. Based on the above criteria AFI/7 RAN meeting formulated the following recommendation:

Recommendation 5/21 - Provision of area control service

That:

- a) **Area control service be provided on a twenty-four hour basis for flights along all ATS routes shown in Table ATS-1 at Appendix A to the Report on Agenda Item 5. Where it may not be possible to immediately meet this requirement in full, the following guidelines should be applied:**
 - 1) **All ATS route segments within 150 NM of all international airports up to FL 245 should be designated airspaces Classes A to E as appropriate. A progressive stepped lower limit of controlled airspaces may be established at a maximum rate of 200 feet per nautical mile; and**
 - 2) **All ATS routes used by international air transport operations should be designated airspaces Class A between FL 245 and FL 460; and**

b) the AFI Planning and Implementation Regional Group (APIRG) identify those routes or route segments where, based upon traffic densities or other operational assessment factors, air traffic control should be implemented.

- 2.4 In view of the foregoing, APIRG and the ATS Sub-group successive meetings reviewed the status of implementation of ATC service in the AFI region.
- 2.5 Meanwhile the decision to implement the RVSM in the AFI region was approved and ATC service provision became a major prerequisite. The target date set by APIRG/16 for implementation of this service was 03 July 2008, that is three AIRAC cycles before RVSM.
- 2.6 The RVSM TF considering the issue at its fourteenth session (Nairobi, 26-28 Mai 2008) deemed that the status of implementation ATC was satisfactory and decided to consider the requirement as met.
- 2.7 However, the sixth meeting of the AFI ATS Incident Analysis Group (Johannesburg, 30-31 March 2009) showed areas where ATC quality was an issue in the Region, due to deficiencies affecting ATC proficiency, coordination procedures, communications, etc.

3. Action required

- 3.1 That the Sub-Group:
- Take note of this achievement
 - Invite States to take necessary actions to ensure the best quality to ATC services provided in their airspace.
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