



INTERNATIONAL CIVIL AVIATION ORGANIZATION
AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP
FIFTEENTH MEETING (APIRG/15)

(Nairobi, Kenya, 26 – 30 September 2005)

Agenda Item 2: Review of Council and ANC actions on the Report of the Fourteenth Meeting of the AFI Planning and Implementation Regional Group (APIRG)

(Presented by the Secretariat)

SUMMARY

This paper presents the Council's and Air Navigation Commission's actions on the report of the fourteenth meeting of the AFI Planning and Implementation Regional Group (APIRG).

Action by APIRG is proposed at paragraph 5.

1. INTRODUCTION

1.1 Following each meeting of the AFI Planning and Implementation Regional Group (APIRG), the report of the meeting is reviewed by ICAO's Air Navigation Commission (ANC) and subsequently by the ICAO Council. During this review, the ANC and Council note the report, make comments thereon and provide guidance to APIRG as appropriate. Furthermore, the ANC and the Council may take specific action on certain conclusions contained in the report, since the follow-up to some conclusions may require approval by the ANC or Council.

1.2 Follow-up actions by the ICAO Secretariat on APIRG conclusions and decisions are then guided by the outcome of the ANC and Council actions described above.

1.3 This paper informs the APIRG of the results of the ANC's and Council's actions on the report of the APIRG/14 Meeting, which was held in Yaoundé, Cameroon from 23 to 27 June 2003.

2. ACTION BY THE ANC ON THE APIRG/14 REPORT

2.1 The ANC reviewed the APIRG/14 Report on 20 November 2003.

2.2 The ANC noted the APIRG/14 Report and took specific action on certain conclusions therein, as shown in the appendix to this paper. The following are the highlights of the ANC's review:

a) the Commission noted that APIRG, with the assistance of its contributory bodies, had examined the air navigation matters of the AFI Region with the aim of improving the planning of air navigation facilities, services and procedures in the region, as well as fostering their implementation and eliminating deficiencies;

b) The Commission noted that two States to date had received specific indications by airlines to operate new larger aeroplanes (NLA) in particular the Airbus A380 in the AFI Region. The Commission concurred with the need to carry out appropriate studies to assess current airport capabilities to accommodate NLAs (Conclusion 14/5). The Commission recalled that an ICAO circular is under development to assist States in addressing the various aspects of operations of NLA at existing aerodromes;

c) The Commission noted with concern that there are serious communication problems in certain AFI flight information regions (FIRs) and supported Conclusion 14/11 calling for an ATS/COM coordination meeting between the States concerned. With regard to the integration of sub-regional very small aperture terminal (VSAT) networks, the Commission noted Conclusion 14/12;

d) The Commission acknowledged the efforts undertaken by States to improve very high frequency (VHF) coverage in the AFI Region with the use of remote VHF stations in accordance with AFI/7 Recommendation 5/12 and the coordination required with ICAO regional offices;

e) The Commission noted that APIRG had identified certain facilities and services which had not been implemented and requested the Council to re-emphasize the need for States to take urgent action in order to address the implementation of air traffic services (ATS) and area navigation (RNAV) routes. The Commission supported APIRG Conclusion 14/19 inviting States to implement the ATS routes not later than 10 June 2004;

f) The Commission noted with concern that one of the most serious deficiencies in the region in the field of air navigation was the lack of area control service and concurred with Conclusion 14/20 which urged States which have not yet done so to implement air traffic control (ATC) service along all ATS routes not later than 10 June 2004;

g) With regard to reduced vertical separation minimum (RVSM) implementation, the Commission noted Conclusion 14/21 to develop a comprehensive implementation strategy/action plan to be circulated to States and international organizations for comments with a target date of September 2004 to take a go/no go decision. The Commission emphasized that the provision of ATC and the required airworthiness approvals are a prerequisite to RVSM implementation. The Commission also noted the target date of January 2005 for implementation of RVSM in the AFI Region and expressed its concern that RVSM required a sophisticated implementation process and highlighted the fact that much work, including the implementation of an area control service where this currently does not exist, still remains to be done to ensure that an acceptable level of safety can be achieved and maintained. The Commission noted the appointment of an expert, funded by the users, who will work in close coordination with ICAO to further facilitate the implementation of RVSM in the AFI Region. In referring to Recommendation 14/21 (c) where it was suggested that RVSM should be implemented in selected airspace, the Commission agreed that RVSM should be implemented on a traffic flow basis, and that implementation in isolated areas would necessitate several adjacent transition areas and could degrade safety;

h) With regard to the 10-minute longitudinal separation, the Commission was pleased to note that the annual AFI Incident Analysis Working Group did not find any incident that could be attributed to the implementation of the 10-minute longitudinal separation in the region. However, the Commission also noted that prior to implementation of the 10-minute longitudinal

separation in all parts of the region it would be necessary to ensure that all applicable conditions in accordance with Annex 11 and the PANS-ATM (Doc 4444) were met and the CNS infrastructure was adequate in all respects (Conclusion 14/24).;

i) The Commission noted Conclusion 14/26 requesting ICAO to expedite the revision of the current airspace classification with a view to reducing and simplifying the classification for a uniform application; however, in view of other more urgent priorities in the Technical Work Programme of the Organization, the Commission agreed that this task should not be commenced at present;

j) With regard to air traffic management safety systems, the Commission noted Conclusion 14/29 and requested the Secretary General to remind States which have not done so, to expedite the implementation of the relevant ICAO provisions related to safety management. The Commission noted Conclusion 14/30 on a "single sky" concept for the AFI Region and that this was not based on the "Single European Sky" project but rather aimed to create and strengthen regional or sub-regional operating agencies for the joint management of air navigation facilities and services in the AFI Region. With regard to the development of a definition of "Single Sky", the Commission recognized that a more thorough analysis be first undertaken to determine if the project could be adapted to the ICAO global concepts for air traffic management. The Commission referred to AN-CONF/11 Report, paragraphs 4.3.1 and 4.3.2 .

k) The Commission noted with concern that the implementation of ICAO provisions related to the mandatory carriage and operation of airborne collision avoidance system (ACAS) and pressure-altitude reporting secondary surveillance radar (SSR) transponders continues to pose a problem. ACAS offers no protection against mid-air collisions if the other aircraft is not equipped with an SSR transponder. The Commission concurred with Conclusion 14/31 urging States which have not yet done so, to expedite the implementation of the global provisions in Annex 6, Part I, paragraphs 6.18 and 6.19 and Part II, paragraph 6.13.1;

l) The Commission concurred with Conclusion 14/44 urging States to authorize the use of global navigation satellite system (GNSS) from en-route to non-precision approach (NPA). The Commission noted the willingness of the European Commission and the European Space Agency to support GNSS implementation in the AFI Region and the preparatory activities for the installation of a GNSS test bed in Southern Africa. The Commission noted that the next step was for the AFI Region to proceed to an operational satellite-based augmentation system (SBAS) (Conclusion 14/46);

m) The Commission concurred that States in the AFI Region be reminded of the need to review their national regulations to include provisions related to aircraft and operators approval and certification as well as procedures for GNSS en route and non-precision approach operations (Conclusion 14/49).

n) With regard to the International Financial Facility for Aviation Safety (IFFAS), the Commission noted the concern of APIRG that only deficiencies identified through the universal safety oversight audit programme (USOAP) and not deficiencies identified by PIRGs, will be eligible for assistance from IFFAS.

3. ACTION BY THE COUNCIL ON THE APIRG/14 REPORT

3.1 Following the ANC's action, the Council, on 3 December 2003, noted the APIRG/14 Report on the basis of the ANC's report and took specific actions on certain conclusions therein, as shown in the appendix hereto. The following are the highlights of the Council's review:

a) the Council noted Conclusion 14/53 regarding seminars on cost recovery of aeronautical meteorological services and requested the Secretary General to accord high priority to invite WMO, in coordination with ICAO, to organize the requested seminars;

b) the Council noted Conclusion 14/32 related to the establishment of a mechanism for air navigation safety in the AFI Region and requested the Secretary General to task the regional offices, as a high priority, to establish a mechanism for air navigation safety in Africa;

c) the Council approved Chad and Sudan as members of APIRG (Conclusion 14/63).

4. FOLLOW-UP ACTION BY THE SECRETARIAT ON THE APIRG/13 REPORT

4.1 The Secretariat's report on follow-up actions on the APIRG/14 Report will be presented to APIRG/15 in separate paper(s).

5. ACTION BY APIRG

5.1 APIRG is invited to note the ANC's and Council's actions on the APIRG/14 Report as outlined in this paper and its appendix.

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**APIRG CONCLUSIONS/DECISIONS CONSIDERED FOR SPECIFIC ACTION
BY THE AIR NAVIGATION COMMISSION AND/OR COUNCIL**

Report Reference		Action by Council/ANC	Proposed Action
Concl./Dec. No.	Page		
14/2	3	ANC	Rescue and fire fighting in difficult environment Noted the conclusion and requested the Secretariat to study the feasibility.
14/5	5	ANC	Impact of New Larger Aeroplanes on Aerodromes in the AFI Region Noted the conclusion and that the regional offices in the AFI Region would assist States with planning as required.
14/10	8	ANC	Use of the Internet Noted the conclusion and that ICAO guidelines on the subject were under development.
14/11	9	ANC	ATS/COM Coordination Meeting Between Accra, Brazzaville, Dakar Oceanic, Kano, Kinshasa and Luanda FIRs Noted the conclusion and requested the Secretary General to take the necessary action.
14/12	10	ANC	Planning meeting on the Integration of sub-regional VSAT Networks Noted the conclusion and requested the Secretary General through the regional offices in the AFI Region to coordinate and facilitate the subject meeting and the necessary follow-up activities.
14/17	12	ANC	Seminars on the Regulations and Management of the Radio Frequency Spectrum Noted the conclusion and requested the Secretary General to take the necessary action.
14/19	14	ANC	Implementation of ATS Routes Including RNAV Routes Noted the conclusion and requested the Secretary General to urge States which have not yet done so to implement the relevant ATS routes as a priority.

Report Reference		Action by Council/ANC	Proposed Action
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14/20	14	ANC	<p>Implementation of ATC Services</p> <p>Noted the conclusion and requested the Secretary General to urge States which have not yet done so to implement the relevant ATS routes as a priority.</p>
14/21	15	ANC	<p>Implementation of RVSM in the AFI Region</p> <p>Noted the conclusion, expressed its concern that RVSM required a sophisticated implementation process, and requested the Secretary General to monitor preparations and assist to the extent possible, as an acceptable level of safety should be achieved and maintained.</p>
14/24	16	ANC	<p>Implementation of 10-minute longitudinal separation minimum</p> <p>Noted the conclusion, its relationship to Conclusion 14/20 and the need for an adequate CNS/ATM infrastructure to meet all applicable conditions for the use of 10-minute longitudinal separation in accordance with ICAO provisions, prior to implementation.</p>
14/26	16	ANC	<p>Classification of Airspaces</p> <p>Noted the conclusion and agreed not to pursue the task in view of more urgent priorities.</p>
14/28	17	ANC	<p>Organization of regional SAR seminars/workshops</p> <p>Noted the conclusion and requested the Secretary General to arrange seminars/workshops where necessary.</p>
14/29	18	ANC	<p>ATM Safety Management Systems</p> <p>Noted the conclusion and requested the Secretary General to urge States, which have not yet done so, to implement relevant ICAO provisions related to safety management systems.</p>
14/30	19	ANC	<p>“Single Sky” Concept in Air Traffic Management in the AFI Region</p> <p>Noted the conclusion and requested the Secretary General to follow the progress of the “Single Sky” project for possible use in other regions or at the global level.</p>

Report Reference		Action by Council/ANC	Proposed Action
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14/31	19	ANC	<p>Carriage and operation of Airborne Collision Avoidance System (ACAS) and Pressure Altitude Reporting Transponders</p> <p>Noted the conclusion with concern and requested the Secretary General to urge States, which have not yet done so, to implement relevant ICAO provisions related to ACAS and pressure altitude reporting transponders.</p>
14/33	21	C	<p>Composition of the SADIS Operations Group (SADISOPSG)</p> <p>Noted the conclusion and its relationship to the SADIS mandatory cost-recovery scheme and similar Conclusions 12/27 and 43/33 formulated by the APANPIRG and EANPG, respectively.</p>
14/38	23	C	<p>Seminars on cost recovery of aeronautical meteorological services</p> <p>Noted the conclusion and requested the Secretary General to invite WMO, in coordination with ICAO, to organize the required seminars.</p>
14/41	24	C	<p>Study of training available for aeronautical meteorological personnel in the AFI Region</p> <p>Noted the conclusion and its relationship with the follow-up of Recommendation 14/17 of the AFI/7 RAN Meeting.</p>
14/42	24	C	<p>Seminars on ATS/MET/Pilot Coordination</p> <p>Noted the conclusion and requested the Secretary General, in coordination with WMO, to organize the required seminars.</p>
14/44	26	ANC	<p>Use of GNSS from en route to NPA</p> <p>Noted the intent of the conclusion and its relationship with the recommendations of the Eleventh Air Navigation Conference under Agenda Item 6 and requested the Secretary General to promulgate the appropriate ICAO material to AFI States to facilitate the implementation of GNSS.</p>
14/46	27	C	<p>Implementation of a GNSS SBAS Operational System</p> <p>Noted the conclusion and its relationship with Conclusion 14/49.</p>

Report Reference		Action by Council/ANC	Proposed Action
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14/48	28	C	Assistance with GNSS procedures design Noted the conclusion and its relationship with Conclusion 14/44.
14/49	28	C	GNSS Legislation Noted the conclusion and its relationship with Conclusion 14/44.
14/52	30	C	ICAO Universal Security Audit Programme Noted the conclusion and requested the Secretary General to urge States to nominate suitable candidates for training and certification.
14/53	32	C	Establishment of a Mechanism for Air Navigation Safety in the AFI Region Noted the conclusion and requested the Secretary General to task the regional offices, as a high priority, to establish a mechanism for air navigation safety in Africa.
14/55	34	ANC	Establishment of a Safety and Quality Management Task Force Noted the conclusion and requested the Secretary General to study the feasibility.
14/56	35	C	Establishment of Autonomous Entities Noted the conclusion and requested the Secretary General to bring it to the attention of States.
14/59	37	ANC	Need for continued support to interregional coordination Noted the conclusion and requested the Secretary General to facilitate harmonization.
14/61	38	ANC	Cooperative Development of Operational Safety and Continuing Airworthiness Programme (COSCAP) mechanism Noted the conclusion and requested the Secretary General to invite States to participate.
14/62	39	C	Revised terms of reference of APIRG Approved the terms of reference of APIRG.
14/63	40	C	Membership of APIRG Approved the membership of Chad and Sudan.

Report Reference		Action by Council/ANC	Proposed Action
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14/65	40	C	Facilitating APIRG work Noted the conclusion and requested the Secretary General to investigate the possibility to assist States through the IFFAS mechanism.

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