



## INTERNATIONAL CIVIL AVIATION ORGANIZATION

### AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP FIFTEENTH MEETING (APIRG/15)

(Nairobi, Kenya, 26 – 30 September 2005)

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#### Agenda Item 6: Review of significant developments related to air navigation

#### NEED FOR A REGIONAL AIR NAVIGATION MEETING FOR THE AFRICA-INDIAN OCEAN REGION

(Presented by the African Civil Aviation Commission (AFCAC))

#### SUMMARY

The most recent AFI Regional Air Navigation (RAN) Meeting took place in 1997. The eight years that have elapsed since then seem like a rather long time, considering the rapid evolution of technology and the dramatic changes in the political, economic and social environments in the world. This paper identifies various factors that highlight the need to convene another RAN meeting in Africa to ensure optimum efficiency in air navigation planning for the next decade in the AFI Region and requests ICAO to take the necessary planning steps in advance.

The paper also proposes that the meeting could be partially funded through revenue-generating activities, such as an exhibition whereby industry is afforded the opportunity to meet with the high-level authorities from all States in the AFI Region.

Action by APIRG is in paragraph 4.

#### REFERENCES

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| Doc 8144, <i>Directives to Regional Air Navigation Meetings and Rules of Procedure for their Conduct*</i> | Doc 9298 <i>Report of the Sixth Africa-Indian Ocean Regional Air Navigation Meeting (1979)</i> |
| Doc 9702, <i>Report of the Seventh Africa-Indian Ocean Regional Air Navigation Meeting (1997)</i>         |  |

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\*Principal reference

## 1. INTRODUCTION

1.1 The objective of a regional air navigation (RAN) meeting is to prepare or amend a regional air navigation plan for the region concerned that will lead to an integrated international civil air navigation system for the region, which should be adequate for at least five years. The decision to convene a RAN meeting is made by the Council of ICAO in light of proposals of the Air Navigation Commission (ANC), which also establishes the agenda for the meeting.

1.2 To this end, reports of planning and implementation regional groups (PIRGs) are reviewed by the Air Navigation Commission, which makes recommendations to the Council for their adoption. It is therefore the responsibility of the Africa-Indian Ocean Planning and Implementation Regional Group (APIRG) to consider and advise the Commission on the need to convene a regional air navigation meeting, when required.

## 2. HISTORY OF REGIONAL AIR NAVIGATION (RAN) MEETINGS IN THE AFI REGION

2.1 From the table below, it can be seen that the first RAN meeting took place in 1949 and the most recent in 1997, with an average interval of approximately six years. To date, the meetings have developed a regional plan with associated implementation dates, taking into account information received from States.

2.2 The eight years that have elapsed since 1997 seem like a rather long time, considering the rapid evolution of technology and the dramatic changes in the political, economic and social environments in the world. The Africa-Indian Ocean Region is a crossroad interfacing three continents — the Americas, Asia and Europe — with a close air navigation interface with the Middle East (MID) Region.

2.3 Harmonization in the interface areas in the regions is a significant task to enable the smooth transition of air traffic flows between areas whose traffic and environmental conditions are significantly different. The interfaces within both the AFI Region itself and its adjacent areas require the full attention of States.

2.4 The most recently convened RAN meeting was the Third Caribbean/South American Regional Air Navigation Meeting (CAR/SAM/3) held in Buenos Aires from 5 to 15 October 1999. This completed the last RAN cycle.

No	<i>Regional Air Navigation</i>	<i>Location</i>	<i>Date</i>
1	AFI/1	London	22 March – 12 April 1949
2	AFI/2	Santa Cruz de Tenerife	17 November – 12 December 1953
3	AFI/3	Rome	26 January – 19 February 1960
4	LIM AFI (ATS/COM)	Cairo	1 May – 9 May 1962
5	AFI/4	Rome	23 November – 18 December 1964
6	AFI/5	Rome	10 January – 2 February 1973
7	AFI/6	Arusha	20 November – 12 December 1979
8	LIM AFI (COM./MET/RAC)	Lome	12 April – 27 April 1988
9	AFI/7	Abuja, Nigeria	12 May – 23 May 1997

### 3. THE NEED FOR A RAN MEETING

3.1 It is important to note that the recommendations and conclusions of the Seventh AFI RAN (AFI/7) Meeting, based on the Tenth Air Navigation Conference, have served as a cornerstone for regional planning in the region since 1997. However, a number of changes in the way that we plan have occurred since that time and should be taken into consideration for the next five years in the regional planning cycle, which will require regional agreement.

3.2 The Eleventh Air Navigation Conference (AN-Conf/11), the 35<sup>th</sup> Session of the ICAO Assembly (A35) and the ICAO Council have also provided instructions for specific implementation and have approved various processes that will contribute to enhanced regional planning. For example, the following items will require agreement at the regional level:

- a) the Statement of Basic Operational Requirements and Planning Criteria as contained in the *Air Navigation Plan — Africa-Indian Ocean Region* (Doc 7474) is out of date and additions to the Statement may be adopted to meet operational conditions specific to the AFI Region;
- b) the ATM concept needs to be reflected in the AFI Air Navigation Plan;
- c) the establishment of regional and sub-regional safety oversight organizations as resolved by the Assembly (Resolution A35-7) to reduce regional deficiencies;
- d) the introduction of the unified strategy to resolve safety-related deficiencies as resolved by A35 and an efficient regional system to monitor implementation;
- e) advanced surface movement guidance and control system (A-SMGCS) implementation;
- f) a plan for uniform air navigation services performance measurement in the region;
- g) the impact of the new CNS technologies on developing countries, where States are required to coordinate and implement solutions based on the principles endorsed at AN-Conf/11 and to consider cooperative regional efforts with other States for the provision of air traffic services;
- h) the establishment of a regional aviation security information exchange and coordination mechanism to strengthen aviation security cooperation amongst AFI States;
- i) the expanded implementation of approach with vertical guidance (APV) operations throughout the AFI Region, specifically in areas with limited ground-based infrastructure;
- j) the implementation ADS-B to enhance substantial safety and capacity benefits, specifically at the higher levels;
- k) a harmonized contingency phased response plan to address any future recurrence of SARS or similar communicable diseases;
- l) the Global Plan and its relation to the AFI Regional Air Navigation Plan;

- m) technical cooperation activities in AFI such as COSCAP to be used to eliminate deficiencies;
- n) the development of regional and sub-regional cooperation to further strengthen safety oversight capabilities;
- o) the need to review and rationalize air route structures in the AFI Region. This is a high-priority subject that will require regional agreement.
- p) the area of applicability of the *Regional Supplementary Procedures* (Doc 7030); and
- q) regional issues for RVSM monitoring, before implementation in the region.

In addition to providing a forum for States to come to a regional agreement on the above topics, the proposed RAN meeting would also serve as a platform for users and providers to discuss and resolve issues of mutual concern.

3.2 APIRG has successfully maintained the *Air Navigation Plan — Africa-Indian Ocean Region* (Doc 7474) since AFI/7, with limited participation from States in the region. It is time to consult all Contracting States with an interest in the planning mechanism in the AFI Region to ensure optimum efficiency for the next decade.

3.3 Experience has shown that it takes approximately two years from the time that a need for a regional air navigation meeting is identified until the actual convening of the meeting. Additional subjects, as they mature, could be added to the list of topics to be discussed. It is therefore important to start the planning process well in advance to ensure success.

3.4 To save costs, both to ICAO and to States, it is proposed that the APIRG meeting that would normally be held eighteen months from now be skipped. The funds that would normally be allotted to the APIRG meeting could be used to offset any costs of the proposed RAN meeting. To further reduce costs, the RAN meeting could be partially funded through revenue-generating activities during the meeting, such as an exhibition whereby industry is afforded the opportunity to meet with the high-level authorities from all States in the AFI Region.

#### 4. DRAFT CONCLUSION 15/XX

**That ICAO consider convening the Eighth Africa-Indian Ocean (AFI/8) Regional Air Navigation Meeting to plan for the provision of air navigation infrastructure for the region for the five years following the RAN meeting.**

#### 5. ACTION BY APIRG/15

The meeting is invited to recommend that the Air Navigation Commission propose to the Council that the next AFI RAN Meeting be convened, as proposed in paragraph 4.