



International Civil Aviation Organization
Western and Central African Office

**Fifth Meeting of the AFI Flight Plan Transition Task Force
(FPLT TF/5) (Dakar, Senegal, 31 July – 3 August 2012)**

Agenda Item 6: Assistance that may be required

Strategic Assistance

(Presented by the Secretariat)

SUMMARY
This working paper highlights the probable need for assistance to States and proposes the provision of support to States/ANSPs that are having critical challenges related to the implementation of Amendment 1 of the 15 th Edition of PANS-ATM, Doc 4444, and may benefit availability of specific support.
Action by the meeting is at paragraph 3.
REFERENCES
APIRG/18 Report
This Working Paper is related to Strategic Objectives: A

1. INTRODUCTION

1.1 Item 4 of the Terms of Reference of the FPLT Task Force is to “Periodically review the status of preparedness and propose solutions.” Information on the status of preparedness of AFI States, particularly those in the ESAF and WACAF areas, was updated comprehensively through various mechanisms culminating with the FPL 2012 Coordination Workshop/Meetings (FCWMs) that were convened by the ESAF and WACAF Regional Offices in the April to May 2012 timeframe. Limited updates were provided thereafter, however, further updates are expected during the FPLT TF/5 meeting.

2. DISCUSSION

2.1 Based on the status of readiness and other relevant considerations, the FPLT TF/5 meeting may wish to propose *assistance to States* as one of the solutions to achieving implementation by all AFI States in the ESAF and WACAF areas.

2.2 **Appendix A** to this working paper reflects a concept for support to States, which was envisaged in advance of the FPLT TF/4 meeting that was convened in Mahé, Seychelles, 20 to 22 February 2012. The meeting may wish to review this and other proposals that may be presented, develop specific proposals and invite participation into the agreed support mechanisms.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) review the proposal in Appendix A to the working paper;
- b) agree on a support mechanism to States; and
- c) invite States and organizations that may be interested to participate in the proposed support mechanism.

Appendix A

FPL 2012 Programme

1 Strategic Support Teams(SST)

1.1 Requirements

1.1.1 Up to 5 days in a State.

1.1.2 SST needs to be hosted at an ACC or ATM Facility.

1.1.3 The State will pay for the cost of travel and accommodation expenses but not the salary cost of the SST.

1.1.4 The SST requires unlimited access to all relevant staff on site such as but not limited to :

Project managers

Planners

Accountable managers

Resource managers

Engineers

Controllers

Flight planning staff

Trainers

1.2 ANSP micro management

1.2.1 Intensive effort for the SST during visit.

1.2.2 Daily target setting.

1.2.3 End of day reviews.

1.2.4 Effort tracking.

1.3 Regional membership

1.3.1 The SST will rely on experts from within the region who have a local knowledge of ATM requirements both operationally and in terms of project implementation.

1.3.2 These experts would be provided for example from adjacent States, airlines or other stakeholder familiar with the region

1.4 Sources of Finance

1.4.1 Advice can be provided to identify potential sources of finance if this is an issue for a State.

1.4.2 Assistance can be provided to produce a business submission on behalf of the ANSP for funds to complete the implementation.

1.5 Tool Kit will contain for example:

1.5.1 Training templates.

Controller

ATC Assistant

FPL reception Staff

1.5.2 Transition Plans.

Entry criteria

Reversion plans

Walkthroughs

Transition Hazard identification

1.5.3 Implementation Plans.

Targets

Tasks

Identified individuals

1.5.4 Test scripts.

Interface tests

New FPL tests

1.5.5 Safety assurance plan.

Collation of all available assurances

HAZID output

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1.7 Contingency planning.

1.7.1 Staffing requirements

1.7.2 Predicted Flow restrictions

1.8 Benefits for States.

1.8.1 Economies of cost and effort if more than one State attends however it should be noted that it is unlikely that the SST could work with more than 3 states at the same time.

1.8.2 "Re-start" of State implementation plans

1.8.3 Template processes tailored to State requirements

- 1.8.4 Best available regional resources in the ATM field
- 1.8.5 Travel and accomodation only costs for States
- 1.8.6 Ongoing monitoring programme until the end of the project
- 1.8.7 Defined, resourced and funded implementation plan

1.9 Deliverables from the SST.

- 1.9.1 Transition Plan
- 1.9.2 Training Plan
- 1.9.3 Safety assurance Plan
- 1.9.4 Implementation Plan