

AIRSPACE Priority Projects

STATUS OF IMPLEMENTATION OF AIRSPACE AND SAR PROJECTS

	PROJECTS	PRIORITY	RELATED ASBU MODULES & Regional Performance Objective	CATEGORY	PROJECT IMPLEMENTATION STATUS	% OF COMPLIANCE IN AFI	CHALLENGES	REMARKS
1	<p>PBN Airspace Concept (Airspace Design) and AFI Optimized Route Trajectories and Airspace (AORTA)</p> <p>SO(s): A, B, E</p> <p>Objective (s):</p> <ul style="list-style-type: none"> - To assist States in establishing airspace strategic objectives (improvement of safety, increasing capacity, mitigating environmental impact, etc.) for individual airspaces, associated airspace design and operational requirements to be enabled by specific PBN applications. 	1	B0-FRTO: En-route, Terminal; B0-CCO, B0-CDO	E	<ul style="list-style-type: none"> - 80% implementation of PBN - 0% implementation of CCO and CDO - CCO/CDO workshop conducted in December 2019 	67.7%*	- Availability of CCO/CDO Expertise	States to provide information of implemented CCO/CDOs to AFPP as required by APIRG 22 Conc.22/08

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	<ul style="list-style-type: none"> - To ensure coordinated implementation of terminal and en-routes including CCO & CDO, to achieve seamlessness (avoid loss of benefits bottlenecks) using PBN 							
2	<p>AFI SSR Code Allocation and Assignment Review (ASCAAR)</p> <p>SO(s): A, B</p> <p>Objective: To update the AFI SSR Code Allocation Plan and assignment standards in order to make codes available to all airspaces and improve usage to increase availability of each code.</p>	2	<p>B0-ASUR B0-SNET</p>	D	<ul style="list-style-type: none"> - Workshop conducted in January 2020 - Revised AFI SSR Code Management Plan and Four Participating Areas completed - Draft update of Doc 7474 completed 	95%	Elapsed implementation time lines	Due to COVID-19 restrictions some implementation timelines affected.
3	<p>ATS Competency Study</p> <p>SO(s): A</p> <p>Objective: To identify shortcomings that lead to the existing low levels of competency in ATS in many airspaces, and establish effective remedial strategies and actions</p>	2	Not Applicable	D	<ul style="list-style-type: none"> - Survey conducted in May 2016 with only 4 responses - Some awareness provided through ATCO & ATSEP workshops organized by ICAO in 2018 	20%	Expertise in region, lack of resources	Project revived following APIRG 22 approval; survey on going

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4	<p>Operational Requirements for CNS (OPREC)</p> <p>SO(s): A, B, E</p> <p>Objective: To ensure up to date clarity on what operational improvements should be prioritized for specific areas at specific times, based on user requirements, and to clearly identify and provide guidance on minimum infrastructure (CNS) requirements, in order to facilitate coordinate planning and implementation of operational and infrastructure requirements</p>	2	<p>B0-FRTO B0-ASUR B0-SNET</p>	D	Nil	0%	Nomination from states	Coordination between the ATM/AIM/SAR and the CNS Sub-Groups
5	<p>RVSM & Operational Safety in ATS (ROSATS)</p> <p>SO(s): A, B, E</p> <p>Objective: To ensure continued viability RVSM airspace through maintenance of safety objectives in the RVSM airspace; and provide tactical safety resolution responses to both the RVSM strata and lower airspace safety issues.</p>	1	<p>B0-FRTO</p>	E	Ongoing work in collaboration with ARMA. Target level of Safety unacceptable	60%*	- ATC Competence, Coordination Failure, SLOP implementation, non-RVSM approved aircraft in RVSM airspace	A number of coordination meetings held/scheduled in 2020 to address the status.

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							- Lack of RVSM data from states	
6	<p>Contingency Planning and Operational Coordination (CPOC)</p> <p>SO(s): A, D, E</p> <p>Objective: To support the coordination required to develop contingency routes in order for States complete and promulgate CPs.</p>	1	Not Applicable	E	<ul style="list-style-type: none"> - Contingency Plan workshops conducted - National contingency plans developed or updated with VACP and PHE. - Draft AFI ATM Regional Contingency Plan developed and accepted by APIRG 22 - Complete the Contingency Avoidance routes for all FIRs - To incorporate the newly identified COVID-19 requirements. 	90%	Lack of state participation at regional workshops	2 workshops held; in May 2019 and February 2020 respectively to complete the National Contingency plans.
7	<p>NAVSPEC and Separation Minima Transition (NASMIT)</p> <p>SO(s): A, B, E</p> <p>Objective: To ensure regionally harmonized alignment of Doc 4444 aircraft separation minima as the</p>	1	B0-FRTO	E	Not started	0%	Nomination of Team members	Coordinate transition from RNAV 10 to RNAV 5 and RNP 4 NAVSPECS, and where appropriate RNAV 2/1 and

Appendix A

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	implementation of PBN and various ASBU modules progresses.							reduction of separation minima from 10 minutes
8	Assistance on State Safety Programme Implementation (ASSPI) SO(s): A Objective: To support States in the implementation of SSP/SMS, in accordance with the GASP near term Safety Initiatives	2	GASP Safety Initiatives	E	Not started	0%	Nomination of team members	
9	Civil/Military Cooperation & FUA Seminar/Workshops SO(s): A, B Objective: To facilitate optimum use of available airspace and other resources available to the military and civil operations; to support safety objectives	2	APIRG Conclusions	E	On going	20%	Postponement of workshop in Accra planned with HQ.	Travel restriction caused by COVID -19 affected planed assistance missions in 2020.
10	Search and Rescue SO: A Objective(s): <ul style="list-style-type: none"> - Assist in the development of SAR Plans in order support 	1	APIRG Conclusions	E	On going	50%	Availability of SAR Experts Postponement of missions to identified states	Travel restriction caused by COVID -19 affected planed assistance missions in 2020.

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	<p>the functional effectiveness of State SAR organizations</p> <p>- To support the development of regulatory provisions forming the basic legal framework for SAR organizations and operations</p>							
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Notes

(*) percentage is based on avail data

INFORMAL STRUCTURES COMPLEMENTING THE FORMAL APIRG STRUCTURES:

- a) **SAT** (South Atlantic Implementation Group (ICG) – An interregional Group (AFI, South America) for the coordinated implementation of ATM and CNS in the South Atlantic - AFI Area of Routing (AR2)
- b) **“Go Teams”** (ATM, PBN, SAR) - Assistance missions of mission-specific experts triggered as and when need is identified. Modus operandi is “blitz” operations over a specific short period (usually 3 weeks or less) to effectively resolve a challenge or launch a complex concept. End of the mission is marked by tangible outcomes including ability of the target State/s to progress effectively. Go Teams can be triggered at regional level or by ICAO HQ.
- c) **AIAG** (ATS Incident Analysis Group) – An AFI for the annual analysis of ATS incidents and investigation reports thereon in the AFI FIRs, validation of causal and contributing factors, recommending solutions and following up on implementation of the remedial actions.
- d) **ASIOACG** (Arabian Sea/Indian Ocean ATS Coordination Group) - An inter-regional Group To, facilitate the optimum provision of Air Traffic Management (ATM) in the Arabian Sea and Indian Ocean region, through the development and implementation of improvements to ATM operational procedures
- e) **INSPIRE** (Indian Ocean Strategic Partnership to Reduce Emissions) – An interregional Group, to implement User Preferred Routes (UPR) in the Arabia Sea and Indian Ocean airspace aimed at saving fuel and reducing CO2 emissions

OTHER SUPPORTIVE BODIES

- f) **Regional Bodies** – AFCAC (African Civil Aviation Organization) has initiative and programmes intended to assist States implementation efforts.
- g) **Sponsors and Funding organizations** – AfDB, etc.
- h) **Sub-regional bodies** – Entities such as economic bodies (ECOWAS, EAC, SADAC, etc.) have direct and initiative that support implementation. Potential of their initiatives requires increased coordination at strategic and tactical levels
- i) **Industry Initiatives** – Users and ANSPs (individually and through representative organization such as IATA and CANSO) have initiatives that support implementation on State by State level, sub-regional or regional levels in support of ICAO objectives

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