INTERNATIONAL CIVIL AVIATION ORGANIZATION

SIXTH MEETING OF DIRECTORS GENERAL OF CIVIL AVIATION (DGCA/6)
(Brazzaville, Congo, 2 – 4 November 2016)

Agenda Item 4: Establishment of an Upper Flight Information Region in East Africa

EAC UPPER FLIGHT INFORMATION REGION PROJECT

(Presented by the East African Community (EAC) Secretariat)

SUMMARY

This Paper presents a brief overview of the East African Community Upper Flight Information Region Project. The main objective of the EAC Upper Flight Information Region (UFIR) Project is the creation of a single bloc of upper airspace (above flight level 24,500 ft above sea level) to ensure efficient levels of safety and advantages in capacity, efficiency and performance over the present scheme in the Regional Air Navigation services provision.

REFRENCE(S):
ICAO Global Air Navigation Plan (2013-2028)
ICAO Annex 11 on Air Traffic Services
ICAO Doc 8168 on ANS Procedures
ICAO Doc 9859 3rd Edition of 2013 - Safety Management Manual.
ICAO ASBU Recommendations
Among others…

Related ICAO Strategic Objective(s):

Two key Strategic Objectives under the ICAO GNAP :

- **Safety** : Enhance global Civil Aviation Safety
- **Air Navigation Capacity and Efficiency:** Increase capacity and improve efficiency of the global civil aviation system.
- **Economic Development of Air Transport**: Foster the development of a sound and economically-viable civil aviation system.

1. INTRODUCTION

1.1. The development of an EAC Seamless Upper Airspace (Also referred to as the Upper Flight Information Region (UFIR), above flight level 24,500ft above the mean sea level) is provided for in the Treaty for the Establishment of the EAC. The preparatory studies towards the establishment of the EAC UFIR commenced in 2008 with financial support from the United States Trade Development Agency (USTDA) and technical support from the Federal Aviation Administration (FAA). The initial study was conducted by DORs International, and American aviation consulting firm. DORs delivered its final report in 2009. DORs report was adjudged to have not addressed the matter of the Lower Airspace (below flight t level 24,500) substantively and also to have used data that was largely estimated. In addition, when Rwanda and Burundi joined the Community in 2007, it became necessary to undertake an extension study to establish their capacity requirements for the Upper Airspace.

1.2. A Technical Team of experts from the Partner States and a budget was, therefore, established under the Heads of Civil Aviation and Airports Authorities Committee and coordinated by the Secretariat to carry out a Follow on study to address the outstanding issues arising from the DORs Report. The Technical Team completed the Follow on Study in February 2016.

2. DISCUSSION

2.1. The Final Report of the EAC UFIR reaffirmed the feasibility of the Project after the inclusion of Rwanda and Burundi into the study, the detailed analysis of the sustainability of the Lower Airspace below Flight Level 24,500 ft above sea level, the Project's risks analysis, safety analysis and preparation of a detailed Implementation Plan. The Establishment of the EAC UFIR will comprise two phases:

- The Seamless Operations Phase (2015/2016 to 2020/2021) where each Partner State will maintain and harmonize its infrastructure and operations with other Partner States to enable interoperability and seamlessness in line with the emerging trends of Global Air Navigation Plan through ICAO Aviation Systems Block Upgrade (ASBU) requirements and AFI(Africa Indian Ocean) Planning and Implementation Regional Group (APIRG) recommendations and where the Partner States will Enhance the collaborative activities in the provision of Air Navigation Services.

- The Second Phase (2021/2022 to 2026/2027) where the UFIR operation is expected to have a fully-fledged organization structure of the EAC Upper

Area Control Center (EAC UACC) will be established through a Protocol or an EAC Bill. The second phase will be implemented after successful performance evaluation of the first phase.

2.2. It is expected that the Partner States will meet respective costs of operations and investment, including cost sharing of common facilities. Cost estimates for detailed Investment activities earmarked during the seamless operations phase (2015/2016 to 2020/2021) for the Region is approximately **USD 60 million.**

2.3. The success of the project requires timely deployment of resources and mitigation of the associated risks identified during the EAC UFIR Follow on Study.

2.4. The benchmarking exercise conducted by the Project Team at FAA and EUROCONTROL confirms that the proposed approach to progressively implement the UFIR starting with seamless operations is practical.

Project Implementation Plan

2.5. A detailed Project Implementation Plan for the seamless operations phase described above was developed in line with emerging trends of Global Air Navigation Plan (GANP) through Aviation System Block Upgrades (ASBU) taking into consideration that all the Partner States are at Block 0 and are working to upgrade to Block 1 by 2018. The following are the key activities:

a) To enable interoperability and seamlessness for the Air Navigation Services the following are the key activities:
   - **Interlink regional communication network through national AMHs trials, AMHs trials among Partner States**
   - **Harmonize operations procedures through the review of MANSOPs among the Partner States**
   - **Interlink regional navigation systems(DVOR/DME coverage, and GNSS/RNAV/RNP4)**
   - **Sharing of surveillance data**
   - **Allocation of common SSR codes**
   - **Civil/Military coordination**

   Etc…

b) Enhancement of collaborative activities in the provision of Air Navigation Services :
   - **Collaboration on calibration of ANS facilities**
   - **Training and certification**

- **Collaboration in Search and Rescue, Accidents and Incidents Investigations, Infrastructure and Technology, and in procurement procedures.**

c) Implementation/Development of National Aeronautical Information Databases (QMS Implementation, WGS 84, etc.…)
d) Development and operationalization of the Centralised Regional Aeronautical Information Database(Integrate National Databases with the Centralised Regional Aeronautical Information Database, adopt and implement existing CANSO data security sharing policy
e) Develop and review MoUs among the Partner States
f) Develop and review the letters of procedures among the Partner States

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

a) Take note of the EAC UFIR Project Implementation Plan
b) Request ICAO and its ESAF to provide the necessary support to EAC for the implementation of the Project
c) Request DGCAs to establish a framework of collaboration with relevant stakeholders in the AFI Region for the successful implementation of the Project

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