

**TACTICAL ACTION GROUP TASK TEAM (TAG/TT)  
TO DEVELOP SPECIAL AIRSPACE STRUCTURE AND SYSTEMS OF OPERATIONS  
(SASSO)  
FOR KINSHASA AND LUANDA FLIGHT INFORMATION REGIONS (FIRS)**

**Terms of Reference (TOR)**

1. The TAG/TT is established as a technical team of the TAG to be in existence for the purpose and time to achieve the task assigned to it as indicated hereunder:
  - (a) Review the UCRs, causal and contributing factors in respect of the Kinshasa and Luanda FIRs;
  - (b) Review the airspace structures of the above FIRs including ATS routes serving international air traffic;
  - (c) Review available information on the nature of air traffic (including types of aircraft, aircraft equipage and traffic patterns) operating in these airspaces;
  - (d) Develop a Special Airspace Structure and Systems of Operations (SASSO) to achieve safety operations of international air traffic under the existing air navigation services capacity and infrastructure, to be implemented pending effective implementation by the respective Air Navigation Service Providers (ANSPs), of elements of the CAPs agreed with the TAG, or other effective solutions that would enable acceptable levels of safety to be achieved;
  - (e) Present the proposed SASSO for discussion under the aegis of ICAO, with the respective States, and refine it as necessary; and
  - (f) Present the proposed SASSO to ICAO for presentation to the States for immediate implementation.
  
2. The Task Team will comprise of the following:
  - (a) Core members:  
Sidy Gueye (IATA), Gerrit Plaisier (KLM (IATA), Cobus Toerien (SAA IATA), Keziah Ogutu (IFATCA), Carl Bollweg (IFALPA), Kevin Ewels (ARMA), Sadou Marafa (ICAO WACAF), Seboeso Machobane (ICAO ESAF) and ASECNA (to provide names);
  - (b) The respective organizations may replace the core members should that be necessary; and
  - (c) The TT may invite additional expertise as necessary.
  
3. Working modalities: The Task Team will to the extent possible use electronic means of communication and take advantage of other existing events to arrange side-meetings in furtherance of their task actions. Physical meeting(s) may be arranged to address technical issues that may not be advanced otherwise.
  
4. The TAG/TT shall target to deliver the final proposal as soon as possible in 2013. It shall automatically dissolve after submitting its final proposal to ICAO.

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