

## ATM/AIM SAR SG13 ACTION PLAN

Activity/Issue	Paragraph Reference	Action to be taken by States and ANSPs	Action taken
Planning and implementation of surveillance and other technologies	4.3	Take necessary measures to optimize the operational use of existing and planned technologies, and in particular take into consideration the PBN related operational improvements that can benefit (efficiency, airspace capacity, safety and environmental protection) from such technologies.	
CNS support to air traffic services to reduce high number of Unsatisfactory Condition Reports (UCRs) including AIRPROXs, in which lack of or poor communication had been a cause or contributing factor.	4.5	Review the procedures and ensure that CNS and ATM operational staffs are, provided with the necessary awareness  Take action to implement adequate and reliable communication facilities for air/ground and ATS/DS	
Measures that Sates/ANSPs and users should be taking to address the issue of missing flight plans	4.8	Review the procedures that could lead to the use of outdated information from their AIPs and ICAO Documents, such as Doc 7910, and ensure that operational staffs, both CNS and ATM were provided with the necessary awareness.	
Periodic review of ARMA Circulars on the ARMA website to enhance RVSM safety	5.2	Periodically consult the ARMA webpage for any new Circulars which may contribute to enhance RVSM safety in the AFI Region.	
Coordination and reporting of Non-RVSM operation in RVSM airspace	5.4	Support ATM coordination between area control centres (ACCs) when non-RVSM approved State aircraft are being transferred with 2000 feet separation, and where non-RVSM approved aircraft request higher flight level after transfer.  Inform ARMA of suspected non-RVSM approved flights in order for appropriate action to be taken.	
Strict compliance to Annex 6 standard implementation for height monitoring	5.6	Ensure that operators comply with the Annex 6 Standard for height monitoring and maintain contact with ARMA with the objective of ensuring that States meet their obligation with respect to height monitoring Standard.	

Measures to address causal factors affecting the Total Vertical Collision Risk Assessment.	5.10	Take effective measures to ensure that the causal factors are addressed, in particular air traffic coordination failures between ACCs.	
Measures to address identified causal and contributing factors to coordination failures between ACCs	7.6	Take necessary measures to ensure that the identified causal and contributing factors to coordination failures are effectively addressed. In addition, FIRs and ACCs are to provide timely information on coordination failures to other concerned FIRs/ACC with copy to the ARMA, in order to enable the concerned FIRs/ACC to conduct the investigations and provide feedback.	
Measures to address lack of ATC training and competency	7.12	Implement supplemental and refresher training programmes for ATC staff.  Consider cockpit operations familiarization visits for air traffic controllers, the use of flight simulators (various levels), as well as visits to airline simulator training sessions, to update air traffic controllers' competence with regard to aircraft recognition and performance characteristics, including cockpit workload of flight crew.	
Implementation of Strategic Lateral Offset Procedure (SLOP) in the AFI Region	7.15	States that have not already done so to implement SLOP in accordance with Conclusion 17/43 as soon as possible and forward copies of aeronautical publications for the implementation, to ESAF and WACAF Regional Offices by 30 November 2013.	
Participation at the AFI Seminar/Workshop on Civil/Military Cooperation	10.2	Participate fully at the Civil/Military Cooperation Seminar to be convened in Nairobi, Kenya from 25 to 28 November 2013.	
	10.3	Inform and encourage military authorities in their States to participate at the Civil/Military Cooperation Seminar (Nairobi, Kenya 25-28 November 2013).  Encourage humanitarian organizations such as the World Food Programme (WFP) to also participate in the Civil/Military Cooperation Seminar.	
Measures for establishment or review of operational procedures to address missing flight plans	11.7	Take necessary measures to address the identified causal/contributing factors related to missing flight plans. Remedial action should include the establishment or review of operational procedures, as well as training of operational staff.	
Strict compliance to Annex 2 standard implementation for flight plans	11.8	Ensure effective implementation of Annex 2 standards on flight plans. Ensure active involvement of users when addressing deficiencies related to missing flight plans.	

Strict compliance to Annex 2 standard implementation for flight plans	11.9	Take due cognizance of safety in ensuring compliance with the flight plan related international Standards.	
Strategy to address operational concerns and deficiencies that affect airline flight operations	13.5	Report all deficiencies/incidents as required, as per the minimum reporting list adopted by APIRG/18  Review the strategy to address identified AOR deficiencies.	
Measures to address human factor issues related to runway safety.	13.7	Implement runway safety, taking advantage of guidance material available from ICAO and IATA.	
Tools to enable effective participation of delegates at ICAO meetings	16.6	Take appropriate measures to ensure that their delegations are equipped with computer equipment to enable them to participate effectively in ICAO meetings.	
<b>Activity/Issue</b>	<b>Paragraph Reference</b>	<b>Action to be taken by ICAO</b>	<b>Action taken</b>
Lack of continuity by Chairpersons of the Sub-Group	1.4	When sending the invitation letter to States and organizations for future Sub-Group meetings, the Secretariat should establish a way of sensitizing the concerned State or organization (from which the Chairperson comes) in order to facilitate his/her release to attend and service the Sub-Group meeting.	
Status of ICAO Doc 003 as a “one stop” source document	2.5	ICAO is required to keep Doc 003 up to date. The Secretariat to take necessary action to revive at least those aspects of Doc 003 which continue to be relevant.	
Measures to address the issue of missing flight plans	4.7	Regional Offices to carry out a survey to identify the current magnitude of the challenge and the associated causal or contributing factors to missing flight plans.	
Circulation of amendment to the AFI RVSM Safety Policy to States	5.1	Regional Offices to circulate the amended AFI RVSM Safety Policy document to AFI States.	
Convening of PBN Airspace Design Workshop	6.13	ICAO to arrange seminar/workshops to which implementation experiences in the Region could be shared to complement specific PBN expertise.	
Lowering of ATS routes UM214 and UM215 as per Conclusion 18/10 of APIRG/18 meeting	6.17	ICAO to send a State Letter to Zambia urging the State to implement APIRG Conclusion 18/10 as soon as practical, preferably before the end of November 2013.	

Regulatory authority related to the training part of the AFI FPP	6.20	ICAO to undertake consultations with the FPP Office in order provide the responses to regulatory issues raised by States.	
Finality related to the establishment of the AFI Flight Procedures Programme (FPP)	6.21	D/ANB would carry out further consultations at ICAO HQ during forthcoming meetings that would be convened there and from the outcome of the decision which was captured in the circular letter by the ICAO Secretary General Ref.: AN 11/45.2.1-13/18 dated 28 February 2013, provide information on subsequent developments thereafter.	
Measures to address lack of ATC training and competency	7.13	ICAO to arrange funding for State visits.	
Implementation of Strategic Lateral Offset Procedure (SLOP) in the AFI Region	7.15	Regional Offices to circulate State Letters to this effect, urging States that have not already done so to implement SLOP in accordance with Conclusion 17/43.	
Improvement of SAR services in the AFI region	9.6	Regional Offices to circulate State Letters requesting AFI States to provide information on SAR implementation by 31 December 2013, based on the questionnaire at Appendix 9A to this report. ICAO to update the AFI SAR list of deficiencies after the survey.	
Development of a SAR webpage to capture and publish information on SAR implementation	9.7	ICAO to develop a SAR webpage, with the objective of capturing and publishing information on SAR implementation, as well as of informing and sensitizing the States' SAR authorities and other stakeholders.	
Proposal for a joint SAR Task Force Meeting in 2014, between APAC and AFI Region	9.9	ICAO Secretariat to facilitate such an event, noting the significant potential benefits that can be derived from such an event.	
Measures to address human factor issues related to runway safety	13.7	ICAO to urge States to implement runway safety, taking advantage of guidance material available from ICAO and IATA.	

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