



ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

**AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP  
TWENTY FIRST MEETING (APIRG/21)  
(Nairobi, Kenya, 9 – 11 October 2017)**

**Agenda Item 4: RVSM Airspace Safety**

**REGIONAL COORDINATION OF THE TAG ACTIVITIES**

*(Presented by AFI Tactical Action Group Secretariat)*

<b>SUMMARY</b>
<p>This paper recalls development since the establishment of the TAG by Special AFI RAN Meeting (SP AFI/08 RAN), in Durban, South Africa, November 2008, objectives and operations of the AFI Tactical Action Group (TAG) in the context of APIRG and establishment of the RASG-AFI, and proposes adjustment in the approach to providing feedback to the two Regional bodies</p> <p>Action by the meeting is at <b>paragraph 3</b>.</p>
<p><b>REFERENCE(S):</b></p> <p>APIRG/19 Report APIRG/20</p>
<p><b>Related ICAO Strategic Objective(s):</b> A and B</p>

**1. INTRODUCTION**

1.1 The AFI Region Tactical Action Group (TAG) was established through Recommendation 6/7 (*Establishment of a Tactical Action Group (TAG)*) of the Special AFI RAN Meeting (SP AFI/08 RAN), held in Durban, South Africa in November 2008, with the mandate to carry out safety assessment of aircraft and ATC operations in the AFI Region. It was also mandated to follow-up with States on investigation of reported UCRs including other safety-related issues that were impacting on safety of air navigation.

1.2 At its first meeting in Dakar, Senegal, 15 to 16 May, 2009, the TAG adopted a Standard Operating Procedure (SOP) to guide its work. Work programme of the TAG includes teleconferences, currently carried out on a monthly basis to assess UCRs and take action as necessary, onsite meetings to review past year's development and agree on various actions including work programme for the year ahead.

1.3 It will be recalled that the Africa and Indian Ocean Regional Aviation Safety Group (RASG-AFI) was established through ICAO Council Decision **C-DEC 1904 (28/5/10)**, and held its first meeting in Kampala, Uganda, from 26 to 27 March 2012. In establishing the RASGs, the Council, inter alia, approved an amendment to the terms of reference of the PIRGs, to “coordinate with respective RASG on safety issues.”

1.4 The collection of Unsatisfactory Condition Reports (UCRs (air traffic services incidents and safety situations, etc.)), the database and management thereof are hosted at the IATA Johannesburg Regional Office (Safety and Flight Operations) as part of long standing support provided by IATA to regional air navigation activities including those under APIRG and RASG. The same database supports activities of the AFI Air Traffic Service (ATS) Incident Analysis Group (AIAG), which addresses ATS incidents throughout the AFI Region on an annual basis. The AIAG is hosted by IATA and its Secretariat includes Air Traffic Management Regional Officers from the two ICAO Regional Offices (ESAF and WACAF).

## **2. DISCUSSION**

2.1 At its Ninth Meeting in Johannesburg, South Africa, 3 March 2017, the AFI TAG reviewed its Terms of Reference (TOR), progress, opportunities, challenges and other developments since the TAG was established by the SP AFI/08 RAN in 2008. One of the primary tasks of the TAG is to assess Unsatisfactory Condition Reports (UCRs (air traffic services incidents and safety situations, etc.)), and take action to address them on tactical basis. However, it also feeds into and recommends strategic and other non-tactical processes to bodies within the framework of APIRG and, through APIRG, to RASG-AFI.

2.2 The TAG recalled that, while its primary mandate is support of safety enhancement related to the reduced vertical separation minimum (RVSM) airspace as defined in Annex 11 to the Chicago Convention, over the years, experience had indicated that many airspace UCRs outside the RVSM airspace had common causal and contributing to those in the RVSM, and/or had an impact on the RVSM airspace. In this regard, the TAG established mechanisms to assess relevant non-RVSM airspace UCRs, address them or recommend action to other bodies.

2.3 The TAG acknowledged that while RVSM is established and maintained under SARPs in Annex 11 to the Chicago Convention, which is nominally under the responsibility of PIRGs to facilitate implementation; while the key benefits of RVSM are capacity and efficiency (ICAO Strategic Objective B), the primary function of the TAG is actually supporting safety (ICAO Strategic Objective A) in RVSM operations. To this end, it was noted that there is shift elsewhere, for the RMAs, to report to RASGs.

2.4 The TAG/9 meeting (Johannesburg, March 2017) recalled that as stipulated in its TOR, the TAG to arrange as necessary, for special support missions to States that are deemed by TAG of needing special emphasis and/or support. Historically, the TAG has arranged and carried out such special missions to States primarily through the resources of the ICAO Regional Offices and IATA.

2.5 The TAG/9 meeting also took note of the structure of the RASG, and noted, amongst others, that one of its focus areas was “Emerging Safety Issues,” wherein there were various efforts to address safety issues.

2.6 In view of the foregoing, and in order to facilitate consolidation of efforts towards common safety goals, to reduce duplication of efforts and align focus with respect to the ICAO Strategic Objectives, as well as to increase its effectiveness, the TAG agreed on the following proposals to be presented to APIRG and RASG.

- a) **TAG to provide feedback directly to RASG-AFI, with the Secretariat ensuring that necessary information is also provided to APIRG; and**
- b) **Jointly with the APIRG and RASG Secretariat, TAG to formulate project/s to be considered for funding under existing mechanisms such as the AFI Plan, to address issues under its mandate which also subscribe to the APIRG and RASG ANS KPAs, Targets and Monitoring.**

### **3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note information in this working paper;
- b) endorse the action under paragraph 2.6 of this working paper.

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