



International Civil Aviation Organization
Eastern and Southern African Office

**Air Traffic Management Coordination Meeting for Southern AFI
Flight Information Regions (ATM/CM-SAF)
(Johannesburg, South Africa, 3-5 February 2015)**

Agenda Item 9: Any other Business

**Proposal on Air Traffic Management Coordination Meeting schedule for Southern AFI
Flight Information Regions (ATM/CM-SAF)**

(Presented by South Africa)

SUMMARY

This paper presents and proposes a mechanism to be followed for facilitating future SADC ATM coordination meetings.

Strategic Objectives:

- A. *Safety*** – Enhance global civil aviation safety
- B. *Flight Efficiency*** - Efficiency addresses the operational and economic cost effectiveness of gate- to-gate flight operations from a single-flight perspective. Airspace users want to depart and arrive at the times they select and fly the trajectory they determine to be optimum in all phases of flight.

Action by the meeting is at **paragraph 3**.

REFERENCES

This Working Paper is related to Strategic Objectives: **A, F**

1. INTRODUCTION

- 1.1 The SADC ATM Coordination Meeting was established to discuss ATM coordination issues focusing on the Flight Information Regions (FIR) within the SADC. The last meeting was held in Swaziland, in June 2013.
- 1.2 Currently there is no set frequency for the SADC ATM coordination meeting. ICAO encouraged neighboring FIR's to have regular one-on-one interaction and amend their respective Letter of Procedures to ensure required coordination.

2. DISCUSSION

- 2.1 ATM Coordination amongst FIR's is essential and must bring about relevant ATM changes to enhance aviation safety. However, it becomes a challenge when there are no clear SADC logistical guidelines. It is the responsibility of the SADC ATM coordination meeting members to determine such.
- 2.2 It has been observed that some States continue to engage on bilateral coordination discussion and that should be encouraged. Some coordination challenges must be resolved instantly and cannot wait until the next ATM coordination meeting. It is therefore necessary to have such coordination interaction as and when the need arises. However, such matters must also be reported to the SADC ATM coordination meeting.
- 2.3 The SADC ATM/CM must be structured to respond to the needs of the ATM changes. ANSP's should continue to engage their respective neighboring FIR's to address issues threatening aviation safety and report to the ATM/CM accordingly.
- 2.4 The success of the ATM/CM is dependent on the appropriate and relevant operational managers participating.
- 2.5 SADC ATM/CM must be held at least once in every 18 months and hosted on a voluntary basis by any SADC member state.

3. ACTION BY THE MEETING

- 3.1 The meeting is invited to:
 - a) Develop a structured meeting schedule for future SADC ATM/CM; and
 - b) Discuss any relevant matters pertinent to the contents of the paper as appropriate.

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