

INTERNATIONAL CIVIL AVIATION ORGANIZATION



THE AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP (APIRG)

REPORT OF THE JOINT MEETING OF SUB-GROUPS

AERODROME OPERATIONS PLANNING (AOP/SG);

AND

AIR TRAFFIC MANAGEMENT/AERONAUTICAL AND INFORMATION MANAGEMENT/SEARCH AND RESCUE (ATM/AIM/SAR/SG)

(Nairobi, Kenya, 5 - 8 July 2016)

Approved by the Meeting
and published by authority of the Secretary General

The views expressed in this report should be taken as those of the Joint Meeting of the AOP/SG and ATM/AIM/SAR/SG and not of ICAO. This Report will, however, be submitted to the respective parties for necessary action.

The designations employed and the presentation of material in this publication do not imply the expression of any opinion whatsoever on the part of ICAO concerning the legal status of any country, territory, city or area or of its authorities, or concerning the delimitation of its frontier or boundaries.

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PART I - HISTORY OF THE MEETING

1. Place and duration

1.1 The JMAA Meeting was held at The Nairobi Safari Club in Nairobi, Kenya from 5 to 8 July 2016.

2. Opening

2.1 The Meeting was opened Mr. Vitalis Ahago, Regional Officer MET, on behalf of Mr. Barry Kashambo, ICAO Regional Director Eastern and Southern African (ESAF) Office. In his opening remarks, Mr. Ahago welcomed all delegates to Nairobi and to the eleventh meeting. He expressed appreciation on the level of attendance and thanked States and Organizations that had made it possible for the officials to attend the meeting.

3. Officers and secretariat

3.1 Messrs. Seboeso Machobane, Regional Officer ATM/SAR, ESAF Office and Arthemon Ndikumana, Regional Officer Aerodromes and Ground Aids, were Secretaries of the Meeting. They were supported by Messrs. Albert Taylor, Regional Officer ATM/SAR; WACAF Office, Nika Mèhèza Manzi Regional Officer Aerodromes and Ground Aids, WACAF Office; and David Labrosse Regional Officer ATM/SAR, ESAF Office.

4. Attendance

4.1 The JMAASG meeting was attended by a total of **40** (forty) participants from **12** (Twelve) States and **3** (Three) organisations; namely, ASECNA, IATA and IFATCA. The list of participants is at **Attachment A** to the Report.

5. Language

5.1 Discussions were conducted in the English and French languages and documentation was also issued in the two languages.

6. Adoption of the Agenda

6.1 The following was adopted as agenda for the meeting

Agenda Item No.	Subject
1	Adoption of provisional agenda and Election of the Chairperson and Vice Chairperson
2	Outcome of the APIRG/EO and APIRG/20 Meetings
3	Membership of the APIRG Airspace and Aerodrome Operations Sub-Group (AAO/SG)
4	Review and update of APIRG Projects
5	Membership of the APIRG Project Teams
6	Review of the AAO/SG Terms of Reference and Work Programme of the AAO/SG and its Project Teams
7	Any other business

7. Conclusions and Decisions

7.1 All APIRG Sub-Groups and Task Forces record their actions in the form of Conclusions and Decisions with the following significance:

- a) **Conclusions** deal with matters which, in accordance with the Group's terms of reference, merit directly the attention of States on which further action will be initiated by ICAO in accordance with established procedures; and
- b) **Decisions** deal with matters of concern only to the APIRG and its contributory bodies.

7.2 The list of JMAASG Conclusions and Decisions is at **Attachment B** to this Report.

PART II - DISCUSSIONS ON AGENDA

1: Adoption of provisional agenda and Election of the Chairperson and Vice Chairperson

1.1 The meeting reviewed the proposed agenda for the JMAASG meeting copy of which had been forwarded to States and International Organizations as an attachment to the invitation State Letter. The agenda was adopted as indicated in paragraph 6 of the History of the Meeting.

1.2 With regard to the election of the Chairperson, it was agreed that officials who had been Chairpersons of the AOP/SG and ATM/AIM/SAR SG should co-chair the meeting. In this regard, Mr Geoffrey Okot, Manager ATM, Uganda CAA who had been Chairman of the ATM/AIM/SAR SG was elected as one of the Chairpersons. In the absence of the incumbent Chairman of the AOP/SG, Mr Papa Dibocor Sene, Director of Aerodromes and Air Navigation, ANACIM, Senegal was elected to be co-Chairperson with Mr Okot. Messrs Okot and Dibocor thanked the meeting for its confidence, and assured the participants that, they would serve to the best of their ability the proceedings of the JMAASG.

2: Outcome of the APIRG/EO and APIRG/20 Meetings

2.1 The meeting noted that at its 20th Meeting, in Yamoussoukro, Cote d'Ivoire from 30 November to 2 December 2015, the APIRG/20 Meeting adopted 49 Conclusions and Decisions, 24 of which were applicable to the AAO/SG. It was also noted that Decision EO/03 of the Extraordinary Meeting of APIRG, Lusaka, Zambia, 10-11 July 2014 regarding transition to APIRG organization. The Decision, inter alia, called on the Secretariat and APIRG contributory bodies to continue implementation of the APIRG work programme and take the necessary action to operationalize the new organizational structure.

2.2 The meeting also noted the limited progress in operationalizing the new structure, in part due to lack of nomination of members to the new Sub-Groups of APIRG. Under the circumstances, in order to facilitate progress in the institutional and functional work of APIRG, a "Bureau" of elected APIRG Officials, Secretary of APIRG and Secretaries of the APIRG Sub-Groups met in Nairobi, 2-3 June 2016, and provided guidance on the implementation of APIRG Decisions relating to the new organizational structure.

2.3 The meeting highlighted the need for the AAO/SG which will be taking over most of the APIRG work programme that had been assigned to the AOP/SG and ATM/AIM/SAR SG to be guided by the AFI Air Navigation Performance Indicators and Targets adopted by the APIRG/20 meeting under Decision 20/04.

2.4 In view of the above, and in order to formalize the change from the old to the new APIRG organizational structure, the meeting agreed on the following Draft Decisions:

Draft Decision 1/1: Dissolution of the Aerodrome Operations Planning Sub-Group (AOP/SG)

That the APIRG AOP/SG and subsidiary bodies thereunder are dissolved as of 8 July 2016.

Draft Decision 1/2: Dissolution of the Air Traffic Management/Aeronautical Information Services/Search and Rescue Sub-Group (ATM/AIM/SAR SG)

That the APIRG ATM/AIM/SAR SG and subsidiary bodies thereunder are dissolved as of 8 July 2016.

2.5 The meeting was informed on progress with regard to Decision 20/11: *AFI Air Navigation Deficiency Database (AANDD)*, and noted that the system is now being tested by the Secretariat.

2.6 The meeting paid particular attention to Conclusion 20/18: *Comprehensive measures to improve the AFI RVSM safety levels*. In this regard it was noted with concern that the AFI Reduced Vertical Separation Minimum (RVSM) airspace, estimated overall collision risk, which had improved to levels close to standard Target Level of Safety (TLS) of 5×10^{-9} fatal accidents per flight hour by year 2012, had deteriorated to pre-implementation level. More critical was the breakdown in many States/FIRs, of the institutional and operational arrangements that were established during the early implementation phases to improve the collision risk. In particular, many States' no longer had formally appointed, trained and empowered RVSM *National Programme Managers*. In addition, there was increased lack of clarity on the coordinated role of the NPM, ATS provider and the regulatory functions which are jointly responsible for ensuring that only RVSM approved aircraft are permitted in the RVSM airspace without restrictions/conditions.

2.7 Under the circumstances, particularly noting the critical collision risk trend reflected in the RVSM Collision Risk Assessments (CRA) measures should be taken to urge States to formalize nomination of the NPMs, training to re-establish the necessary levels of proficiency in States and ANSPs, as well as communication with the ARMA. In addition, States' civil aviation authorities should be sensitized of their obligations with regard to their obligations under Annex 6 and Annex 11 to the Chicago Convention, as well as supporting ICAO provisions with regard to RVSM.

2.8 The meeting discussed the issue of NPMs and was of the view that it is one of the weak links. The importance of effectiveness of the NPMs including their ability to communicate with the ARMA was reiterated. Also echoed was the preference to have one focal point for each FIR or group of FIRs and it was agreed that, where States prefer to have two focal points (one in the ATS provider and the other in the regulator), the concerned States and ANSP(s) should establish a mechanism with the ARMA, to accommodate such arrangement, with the objective of ensuring that the RVSM data flow and regulatory functions remain effectively facilitated and communication is unimpeded. Notwithstanding, the importance of one focal point for each FIR or cluster of FIRs, where applicable, should continue to be emphasized.

2.9 In view of the above, the meeting formulated the following Draft Decision and Conclusions.

Draft Conclusion 1/3: Reduced Vertical Separation Minimum (RVSM) National Programme Managers (NPMs)

That, in order to ensure effective maintenance of RVSM operational and regulatory provisions, States are urged to:

- a) **provide updated information on the nomination of appropriately qualified officials as National RVSM Programme Managers (NPMs);**

- b) **assign the NPMs to carry out tasks provided in the NPM Terms of Reference at Appendix 2A to this report; and**
- c) **facilitate the functions of RVSM NPMs as the focal points responsible for communication with the AFI Regional Monitoring Agency (ARMA), and other concerned parties.**

Draft Decision 1/4: Training on Reduced Vertical Separation Minimum (RVSM) Standards and Recommended Practices (SARPS)

That as additional support to States and Air Navigation Service Providers to effectively facilitate RVSM System Monitoring and address the AFI RVSM collision risk, ICAO and the ARMA are requested to provide as soon as possible, training on RVSM requirements focused on RVSM National Programme Managers (NPMs), Focal Points and regulatory approvals officials.

Draft Conclusion 1/5: Reduced Vertical Separation Minimum (RVSM) Focal Points

That, where a State wishes to establish separate focal points for RVSM airspace data processing and communication on RVSM regulatory matters, the concerned State regulatory authority:

- a) **formally inform the ARMA of such arrangement in writing providing a copy of the related correspondence to the ICAO Regional Office accredited to the States; and**
- b) **ensure the closest possible coordination between the two focal points, in addition to other regulatory obligations regarding compliance with ICAO provisions.**

2.10 The meeting recalled APIRG Decision 19/14: *Establishment of the AFI SSR Code Allocation and Assignment Working Group*, and the need to proceed as soon as possible to update the AFI SSR code allocation plan and assignment procedures. In addition to needs pertaining to individual FIRs which were evident during the APIR/19 meeting, the meeting noted the need by East African Community Partner States to implement the agreement to initiate the process of establishing a *Unified Upper Area Control System* with the objective to provide seamless operations within their upper airspace amongst others. It was that the APIRG Project addressing the SSR code allocation and assignment be prioritized. Further action on this matter is taken under Agenda Item 4 of the meeting.

3: Membership of the APIRG Airspace and Aerodrome Operations Sub-Group (AAO/SG)

3.1 The meeting noted that owing to the delayed progress in operationalizing the new structure, the “*Bureau*” of elected APIRG Officials, Secretary of APIRG and Secretaries of the APIRG Sub-Groups met in Nairobi 2-3 June 2016, and provided guidance, *inter alia*, amongst others, to identify States and organizations to participate in the subsidiary bodies of APIRG. Accordingly, the meeting identified States and organizations to be requested to formally nominate officials in accordance with the APIRG Procedural Handbook, to be members of the AAO Sub-Group.

3.2 The meeting recalled the persistent challenge of State service providers’ participation in the activities of APIRG. It was acknowledged this could mainly be attributed to the background of civil aviation authorities functioning as regulators, providers of air navigation service (ANS) and aerodrome operations.

Legacy of the situation has included the lack of effective flow of communication to/from ICAO and the State service providers and/or lack of awareness on the necessity of service providers to participate in the activities of APIRG.

3.3 The meeting recognised however, that in the new APIRG working methodology, the role of ANS aerodrome service providers was central. Accordingly, ICAO Regional Office was requested to ensure that the participation of service providers was highlighted in applicable State Letters such as invitations to meetings. Other issues to be highlighted in State Letters include guidance and sensitization regarding:

- expertise expected to participate in Project Teams;
- participation of aviation industry stakeholders (including the military) where applicable; and
- participation of members in the subsidiary bodies of APIRG, ... “more as experts in their respective fields, as opposed to delegates attending in the interests of their States”.

3.4 In view of above the meeting formulated the following Draft Decision and Conclusions:

Draft Decision 1/6: Membership of the APIRG Airspace and Aerodrome Operations Sub-Group (AAO/SG)

That States and Organizations listed in Appendix 3A to the report under Agenda Item 3 are identified to form core of the membership of the APIRG AAO/SG.

Draft Conclusion 1/7: Nomination of officials to the Airspace and Aerodrome Operations Sub-Group (AAO/SG)

That:

- a) **ICAO is requested to issue State Letters to the concerned States and Organizations, inviting them to nominate officials with applicable qualifications, experience and job responsibilities, as members of the AAO/SG, in accordance with APIRG Procedural Handbook; and**
- b) **In nominating the officials to the Sub-Group, the concerned States and Organizations do so as soon as possible, taking into consideration all relevant provisions of the APIRG Procedural Handbook, in particular the need for consistent participation.**

Draft Conclusion 1/8: Facilities to Support Effective Participation by Members of the Airspace and Aerodrome Operations Sub-Group (AAO/SG)

That, in order to support work of the AAO/SG and Project Teams thereunder, States and organizations nominating officials as members thereto, be urged to ensure that:

- a) **necessary measures are taken pursuant to Section 5 of the APIRG Procedural Handbook, to facilitate effective participation; and**
- b) **such measures include the provision of reliable electronic conferencing systems to enable effective teleconference participation by their nominate members.**

4: Review and update of APIRG Projects

4.1 The meeting reviewed the APIRG Projects as adopted by the Group at its Twentieth Meeting in Yamoussoukro, Cote d'Ivoire from 30 November to 2 December 2015 and, pursuant to guidance by the "Bureau" of APIRG (see discussion under agenda item 3), in order to facilitate attention to urgent matter and assignment of resources, prioritized the Projects as at **Appendix 4A** to the report on agenda item 4.

4.2 The meeting noted information regarding issues related to safety in the provision of air traffic services in the AFI region, in particular, ATS staff competency as causal or contributing factor to high levels of Unsatisfactory Condition Report (UCRs) including aircraft proximity incidents (AIRPROXs). The meeting specifically recalled and noted the outcome of the AFI Tactical Action Group (TAG) and the ATS Incident Analysis Group (AIAG) meetings, as well as information provided by the International Federation of Air Traffic Control Associations (IFATCA).

4.3 The importance of expediting efforts to address ATS competency in the Region, was reaffirmed and prioritizing of APIRG Project on *ATS Competency Study* was agreed upon to specifically identify shortcomings in the training of traffic controllers and competency and the consequences thereof.

4.4 With regard to ATS competency, the meeting noted that there was disparity in interpreting applicability of the term *On-the-Job Training (OJT)*. In some cases it was applied only to pre-rating/validation periods, while in other case it was also applied to other periods of in-service training. The necessity of identified for guidance on the use of the term to facilitate standardized interpretation.

4.5 In view of the above, the meeting agreed on the following Draft Conclusion and Decision:

Draft Conclusion 1/9: APIRG Projects applicable to the AAO/SG

That the APIRG Projects applicable to the AAO/SG are defined and prioritized as at Appendix 4A to the report on Agenda Item 4.

4.6 The meeting also noted that the APIRG/20 meeting had adopted Key Performance Indicators (KPIs) and Targets for Air Navigation Services which included:

- Reduce the number of loss of separation occurrences due to ANS infrastructure deficiencies by 50%;
- Reduce the number of aircraft accidents related to ATM safety by 50%; and
- Reduce the number of uncoordinated flights by 50%.

4.7 In view of the above, the meeting identified the need for a Project to address causal and contributing factors to aircraft proximity incidents (AIRPROXs), other than those already addressed in other priority projects, in particular:

- Fatigue Risk Management
- Deficiency of Operational Procedures

An appropriate Project should be formulated by the Secretariat for consideration by APIRG through its APCC at its forthcoming meeting.

4.8 In addition to the above, it was agreed that the following causal/contributing factors should be addressed as indicated herein:

- Airspace configuration: To be given specific prominence within the PBN Airspace Design Project.
- Communication/Surveillance Deficiencies: To be given specific prominence within an appropriate Project under the APIRG IIM/SG.

4.9 The issue of source of funding to carry out the Projects was discussed and an understating was established that for the most part, costs related to the projects would be related to the same aspects which applied under the outgoing APIRG organization structure and working methodology:

- a) expertise provided by States and organizations would constitute in-kind contributions, to which related are largely employee time and travel expenses.
- b) expertise requirements from ICAO would generally continue to be funded from the regular budget that have been identified to support the activities of APIRG and States
- c) cases in which specific projects would require expertise such as consultants and their functional expenses, funding for such would be considered within the framework of ICAO, on individual merits
- d) costs of hosting meetings of the experts working should continue to borne by the hosting State/organization

4.10 In this regard, the Secretariat will take action to provide as much information as practical to enable States and organizations participating the Sub-Groups and Project Teams to plan accordingly. It was noted, however, that there would be cases in which specific projects would require expertise such as consultants and their functional expenses. Where such requirements arise, funding for such would be considered within the framework of ICAO, on individual merits.

5: Membership of the APIRG Project Teams

5.1 The meeting reviewed and discussed issues arising from the APIRG Procedural Handbook and other information pertaining to Membership and expected roles of the APIRG Project Teams, and noting the guidance provided to the Sub-Groups with regard to operationalization of the APIRG organizational structure and working methodologies, identified States and Organizations to take leading roles in the APIRG Project Teams.

5.2 The meeting noted that perceptions on the appropriate application of the *project management approach* could impede implementation progress and as such the need for more guidance was identified. The role of *Champions* within Project Teams was proposed emulating the RASG-AFI framework. The meeting requested that more specific guidance be provided with specific focus on making appropriate provisions of the RASG-AFI approach in the APIRG Procedural Handbook to guide and inform assumption of the role of *Champions* as may be applicable.

5.3 In view of the foregoing, the meeting agreed on the following Draft Decision:

Draft Decision 1/10: Membership of the APIRG Project Teams

That:

- a) States and Organizations listed in Appendix 5A to the report under Agenda Item 5 are identified to take leading roles in the APIRG Project Teams;
- b) ICAO is requested to issue State Letters to the concerned States and Organizations, inviting them to nominate officials with applicable qualifications and experience, in accordance with APIRG Procedural Handbook, to contribute to the implementation of the applicable projects; and
- c) In nominating the officials to the various Project Teams, the concerned States and Organizations do so as soon as possible, taking into consideration all relevant provisions of the APIRG Procedural Handbook, in particular the need for consistent participation.

Draft Decision 1/11: Initial orientation of Project Team Members

That ICAO be requested to provide guidance on the consistent application of project approach processes and consider the need for an orientation workshop for Project Team members, as soon as possible but without delaying progress of the Projects implementation.

Draft Decision 1/12: Roles of Champion by organizations

That the APIRG Procedural Handbook be amended as necessary to enable organizations to assume the role of *Champions* in the APIRG Project Teams of which they are members, as may be applicable.

6: Review of the AAO/SG Terms of Reference and Work Programme of the AAO/SG and its Project Teams

6.1 The meeting reviewed the terms of reference of the AAO Sub-Group and in this context recalled, amongst others, APIRG Decision EO/03: *Transition to new APIRG Organization* and APIRG/20, as well as discussions of the APIRG/20 Meeting under its agenda item 4 (paragraph 4.3.2), “to expedite the establishment and operationalization of the contributory bodies of the new APIRG structure”. In this respect, the meeting formulated the following Draft Decision:

Draft Decision 1/13: Terms of Reference and Work Programme of the AAO/SG and its Project Teams

That, in order to give effect to APIRG Conclusions with focus on APIRG/EO Decision EO/03: *Transition to new APIRG Organization* and paragraph 4.3.2 of APIRG/20 report. The terms of reference and work programme of the AAO/SG and its Project Teams are updated as at Appendix 6A to the report on Agenda Item 6.

7: Any other business

7.1 No issues were discussed under this agenda item.
