INTERNATIONAL CIVIL AVIATION ORGANIZATION EASTERN AND SOUTHERN AFRICAN (ESAF) OFFICE

SUMMARY OF DISCUSSIONS OF THE SPECIAL AIR TRAFFIC MANAGEMENT COORDINATION MEETING (SATM-CM) FOR THE EASTERN AFI FLIGHT INFORMATION REGIONS

(Nairobi, Kenya, 20-21 August 2019)

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.

TABLE OF CONTENTS

APPENDICES

PART I – HISTORY OF THE MEETING

1   PLACE AND DURATION

1.1   The Special Air Traffic Management Coordination Meeting for the Eastern AFI Flight Information Regions was held at the ICAO ESAF Regional Office in Nairobi, Kenya, from 20 to 21 August 2019.

2   OPENING

2.1   The Meeting was opened on behalf of the ICAO ESAF Regional Director by Mr. Adiron Alberto, Acting Officer in Charge, Eastern and Southern African Regional Office. In his Opening remarks, Mr. Alberto welcomed the participants and extended the apology of the Regional Director who was unable to be present due to prior commitment. He thanked the participants for taking time off their busy schedules to attend the special meeting. In his speech he highlighted the importance of air transport in the region and the need to ensure safe transit of flights from one part of the region to the next.

2.2   Mr. Alberto reminded the delegates of the importance of having Coordination meetings between States and/or ATC Centers; he said that it enables those involved to resolve conflict, update Letters of Procedures/ Letters of Agreements (LOPs/LOAs), develop new routes and network and exchange new ideas and contacts.

2.3   Noting that the present delegates had been specially selected to attend based on their expertise and role in their states/ organisations in the area of ATM, he encouraged them to not only discuss but to determine the ways of resolving the long standing coordination failures in the region. He urged the group to develop new routes where necessary and to update the Letters of Procedures/Agreements as required.

2.4   Finally, Mr. Alberto reiterated that ICAO is ready to support the States in any way possible to ensure safe air transport in the region.

3   ATTENDANCE

3.1   The meeting was attended by seventeen participants from four AFI States and four regional/international organisations and two professional associations. The List of Participants is at the **Appendix 1** to the Report.

4   OFFICERS AND SECRETARIAT

The meeting was chaired by Ms. Keziah A Ogutu, the Regional Officer ATM/SAR from ESAF Office as the ICAO Secretariat. She was supported by the members of TAG, Mr. Protus Seda, the Assistant Director Safety and Flight Operations, ATM Infrastructure IATA Africa and Ms. Lindi-Lee Kirkman, the Manage Safety and Flight Operations IATA Africa.

5   LANGUAGES AND DOCUMENTATION

The discussions were conducted in the English language and the meeting's documentation was also issued in the same language.

6   AGENDA

6.1   The following Agenda was adopted:

Strategic Objective	Agenda Item No.	Subject
A & B	1.	**Adoption of the agenda**
A & B	2. 2.1 2.2 2.3 2.4 2.5	**Review of the TAG/11 Report and Recommendations** Presentation from the ICAO Secretariat Presentation from IATA – TAG/11 outcome and Recommendations Presentation from ARMA – RVSM issues Presentation from Somalia CAA – Update of the ATM developments in the Mogadishu FIR Use of IFBP
A & B	3.	**Update of the LOAs/LOPs** Inter-States/ATC Centres and organisation Group work and side Meetings
	4.	**Any other business (AOB)**

7   ACTION ITEMS

7.1 The outcome/Action Items of the CM is recorded in the Table in Appendix 2 to this report.

PART II: REPORT ON AGENDA ITEMS

AGENDA ITEM 1:   ADOPTION OF THE AGENDA OF THE SPECIAL COORDINATION MEETING FOR THE EASTERN AFI FIRs

1.1 The meeting reviewed the proposed agenda for the Special ATM Coordination Meeting for the Eastern AFI Flight Information Regions (SATM – CM), copy of which had been forwarded to States and International Organizations as an attachment to the invitation State Letter. The meeting agreed to include a presentation from the Somalia CAA in the agenda as indicated in *item 6* of the ***History of the Meeting***.

1.2 The meeting was conducted under the coordination of the ICAO Secretariat led by Ms. Keziah A Ogutu the Regional Officer ATM/SAR –ESAF.

AGENDA ITEM 2:   REVIEW OF THE TAG/11 RECOMMENDATIONS

2.1   Presentation by the ICAO Secretariat
2.1.1   To set the pace, the Secretariat provided information on the Tactical Action Group (TAG) in the form of a presentation to the meeting. The presentation provided the history of TAG beginning with its' formation based on the Recommendation 6/7 of the Special AFI RAN in 2008. It also highlighted the work of TAG and the achievements that the region have realized in the area of safety since the establishment of TAG.

2.2   Presentation by IATA – TAG/11 Outcome and Recommendations
2.2.1   The custodian of the TAG database, IATA provided the meeting with the highlights of the TAG/11 meeting held in Johannesburg on 8 March 2019. The report focused on the recommendations made for the FIRs that had been invited to the Special Coordination meeting in Nairobi namely Addis Ababa, Khartoum (Southern Sector), Mogadishu, and Nairobi.

2.2.2   The IATA presentation compared the Unsatisfactory Conditions Reports (UCR) within the TAG category and the Non-TAG category UCR, noting that Coordination Failure was a major challenge within the TAG UCR category. The Coordination problem was recorded throughout the year with the months of June and July realizing the highest level of failures.

2.2.3   The report also noted that the three main areas of concern was the coordination between Sanaa FIR with Mogadishu, Djibouti and Asmara, recording 56 and 96 coordination failures between Sanaa and Asmara in November and December 2018 respectively.

2.2.4   The report highlighted the causal factors contributing to the UCRs in the last ten years and noted that the common causes are Airspace Organisation and ATC procedures (mainly in the Mogadishu FIR), Coordination Failures between ATC centers, Controller proficiency, ATC non-compliance (error), Human Factors, and system limitation. It was noted that although over the years there have been a steady decline in these causes on the recorded UCRs, the last three years has seen a marked incline on Human Factors as a cause. Airspace Organisation and ATC procedures combined with ATC non-compliance have also made a steep climb in the last two years.

2.2.5   The report indicated the lack of Feedback on reported incidents from the concerned states, noting that Addis Ababa, Khartoum (South Sector) and Mogadishu FIRs had 0% Feedback while Nairobi recorded only 38% Feedback in 2018.

2.2.6   The following Recommendations from TAG/11 were reported for the states:

2.2.6.1   Addis Ababa FIR
             - Review ATM Procedures

- Improve Civil/Military Coordination

2.2.6.2 *Khartoum FIR (South Sector)*
Although the southern sector of the Khartoum FIR (Juba airspace) had only two UCRs analyzed in the year, the report indicated that the airspace experiences a high rate of incidents per year. These incidents are never reported to TAG nor investigated.

Recommended: -
- Separate TWR and APP frequencies
- Review manpower planning
- Review airspace structure (develop and implement SIDs and STARs

2.2.6.3 *Mogadishu FIR*
Although there was a drop of UCRs in 2017 within the FIR, there was recorded a raise in 2018.

Recommended: -
- Improve ATM situational awareness
- Review airspace structure to de-conflict the identified hotspots EVEBU, HARGA and AVEDA
- Mandate the use of IFBP and SLOP
- Implement CPDLC
- Upgrade the airspace classification to A
- Improve civil/military coordination
- Develop and enforce RPAS regulations

2.2.6.4 *Nairobi FIR:*
The last year had seen an increase of UCR in the FIR, this need to be addressed.

Recommended: -
- Review the airspace structure to de-conflict the hotspot areas.
- Review ATC procedures and introduce CDO operations.

2.3   **Presentation by ARMA – RVSM issues**
2.3.1   The ARMA presentation informed the meeting of the high level of reported Large Height Deviations (LHD) in the region and the lack of SLOP implementation by most states in the Eastern AFI region. It went on to identify the states that have not been providing RVSM data to the Regional Monitoring Agency (RMA) and emphasized the importance of this data. The report noted that these three items were a major contributor to the high level of the AFI Collision Risk Assessment (CRA).

2.3.2   ARMA report noted the lack of reporting of LHD from the states and asked that states be encouraged to implement 'Just Culture' so as to improve reporting.

2.3.3   The meeting noted that it was important to educate the stakeholders on the area of LHD and asked ARMA together with ICAO to facilitate an awareness workshop in the region.

2.3.4   ARMA in its report urged the present states to provide the pending 2019 RVSM data to the RMA without delay as it was required to calculate the next CRA.

2.3.5   IFALPA highlighted the importance of flying random SLOP and requested that IATA encourages their member airlines to practice this procedure in the region.

2.4   **Presentation by Somalia CAA – Update on the ATM Developments in the Mogadishu FIR**

2.4.1　　　　The Somalia CAA in its presentation updated the meeting on the on-going developments that is in place to realize the airspace upgrade to Class - A and introduce the provision of air traffic control service (ATCS).

2.4.2　　　　The meeting was informed that Class – A within the upper airspace in the Mogadishu FIR is planned to be fully operational by 31 December 2019. The Phase 1 preparation for this include implementation of VHF extended range with relay stations in Hargeisa and Bosaso. ADS-B is to be implemented to aid communication within a radius of 200-250 nautical miles from MOGDU VOR. 22 ACC controllers, 8 Approach controllers and 21 Aerodrome controllers have been trained and ready to commence operations. A new ACC is currently being equipped with a new ATM system and will be ready for use by end of October 2019.

2.4.3　　　　The CAA through the assistance of consultants has completed a number of documents to aid the change, these include the ATC Services Provision Capacity plan, Airspace Restructure document, Mogadishu airspace design manual and the Safety Risk Assessment.

2.4.4　　　　It is expected that all installation will be completed by 31 October 2019 and trials begin by 1 November 2019, the trials are expected to take two months before full implementation of the ATCS.

2.4.5　　　　The meeting was informed that CPDLC was now fully implemented in the Mogadishu FIR, however it was noted that the notification in the AIP SUPP still indicate the trials are ongoing.

2.4.6　　　　Phase 2 of the upgrade is expected to commence I January 2020, it will include wider coverage of VHF with extension relays in Kisimayo and Baidoa.

2.4.7　　　　The meeting noted that Somalia CAA had so far not provided information to the stakeholders on the major changes that are taking place in the FIR. The CAA was thus requested as a matter of urgency to provide this information as soon as possible through the Aeronautical Information Publication (AIP) Supplements, and/or Aeronautical Information Circular (AIC).

2.4.8　　　　The meeting requested the Somalia CAA to share the safety documents developed by them for the ongoing implementation with ICAO and IATA to enable the two organizations provide informed guidance during the implementation period. In this regard the Somalia CAA requested the two organizations to make a visit to the new center and carry out a gap analysis.

2.5　　　　The Use of IFBP in the AFI Region
2.5.1　　　　TAG report indicated that the use of IFBP in the region was facing challenges with some operators not using the phraseology correctly. IATA informed the meeting that the organization was in the process of reviewing the procedures of use IFBP to make it more comprehensive for use in Class- G airspace.

2.5.2　　　　The meeting noted that pilots need to be sensitized on the correct use of the IFBP and asked IFALPA and IATA to facilitate the awareness.

2.5.3　　　　Due to the high level of reported UCR in Sanaa FIR and the continued political unrest affecting the provision of ATS, the meeting asked IATA to consider implementing the use of IFBP in that airspace.

AGENDA ITEM 3:　GROUP WORK AND UPDATE OF LOAs/LOPs

3.0　　　　　During the Group side meetings a number of different arrangements were agreed upon that would be built on to achieve implementation targets in the Horn of Africa.

3.1.　　　　Group Meeting – IATA, Somalia, Ethiopia, Kenya, WFP and IFALPA

3.1.1   The meeting discussed the coordination failures that affects the Horn of Africa States, namely Ethiopia – Addis Ababa FIR, Somalia – Mogadishu FIR, Eritrea – Asmara FIR, Djibouti and Sudan – Khartoum FIR.

3.1.2   The Group focused on the TAG/11 recommendations for Mogadishu FIR and the upcoming upgrade of the airspace from the provision of Flight Information Service (FIS) to the provision of Air Traffic Control Service (ATCS). Appreciating the development that have taken place in preparation for the upgrade but airing concern that stakeholders were not fully informed on what was happening, the group made a few recommendations towards the remaining stages:

a.   The Somalia CAA to notify the stakeholders as a matter of urgency of the major changes that have taken place and those upcoming in a form of an AIP SUPP or AIC by 11 October 2019.
b.   Somalia CAA to notify the stakeholders of the planned change in service provision from FIS to ATCS by 30 September 2019.
c.   Somalia CAA to engage the neighbouring States and commence the coordination for amendment of procedures to accommodate the coming changes no later than 11 October 2019.
d.   Somalia CAA to share with the Coordination Group the implementation Plan by 6th September 2019.
e.   IATA and ICAO carry out an ATM Mission to Mogadishu to conduct a Gap Analysis on the ongoing developments by 30 November 2019.

3.1.3   The implementation of the ATS Interfacility Data Communication (AIDC) was noted as an integral part of resolving the coordination failure in this part of the AFI region. The Group was informed that Ethiopia and Somalia were already connected by AIDC and sharing ATS information. The Group also noted that most of the States in the region already had AIDC systems in place however not connected with neighbouring centers. In order to improve the coordination between Centres the Group recommended that Mogadishu FIC explore with Mumbai ACC and Seychelles ACC the possibility of data exchange through the AIDC systems.

3.1.4   The meeting took note with concern the absence of Eritrea, Djibouti and Yemen at the meeting; noting the importance of having these states present if a more meaningful conclusion is to be realized in resolving the coordination failures. The Group recommended that another meeting be arranged to be held in Addis Ababa by 30 November 2019 and invitation be extended to ARMA, Eritrea, Djibouti and Yemen. The ICAO ESAF RO was requested to coordinate with the ICAO MID RO to ensure the presences of Yemen at the meeting.

3.1.5.   The Group noted that South Sudan is an integral member in the region and need to be part of the discussions in resolving the coordination failures between Khartoum FIR and the neighbouring FIRs. It was recommended that South Sudan be part of future coordination meetings in the Eastern AFI region.

3.2.   Group Meeting – ICAO ESAF and Somalia

3.2.1.   The discussion focused on the conflict way point ORLID and the coordination failures between, Mumbai, Sanaa and Mogadishu FIRs affecting this Hotspot. It was noted that Mumbai and Mogadishu had both implemented AIDC however not connected to each other. Mogadishu had on the other hand AIDC operational and sharing data with Addis Ababa.

3.2.2.　　　　The meeting decided that Mogadishu FIC would initiate a meeting with Mumbai to discussion the possibility of sharing data through AIDC. Mogadishu was also requested to answer the letter from Mumbai requesting confirmation of the Coordinates of the Waypoint ORLID.

3.3.　　　　　***Group Meetings – the States and ARMA***
3.3.1　　ARMA held side meetings with the states present and agreed on the way forward for the states to avail **RVSM Data** as required**.**

3.4　　　　　Group Meeting – IATA, Kenya and Uganda
3.4.1　　The group discussed the safety risk currently being experienced by the operators climbing, descending and overflying around position ALKON, the hand-off point between Entebbe ACC and Nairobi ACC and explored the possibility of introducing parallel tracks between Entebbe and Nairobi to de-conflict the waypoint.

3.4.2　　Since Uganda representative was from the CAA and not the ANSP, the group agreed that the decision would be deferred to a time when Kenya and Uganda ANSPs would be able to meet and agree on the way forward.

3.5　　　　　Group Meeting – Ethiopia, Kenya, IFATCA, IFALPA, and ICAO
3.5.1　　The discussion focused on the waypoint MANDERA, which is at the convergence of three FIR boundaries, Addis Ababa, Mogadishu and Nairobi. It was brought to the notice of the meeting that this waypoint had shifted from the border point to a few nautical miles inside Kenya when the VOR was installed at a different location to the previous NDB. Due to the shift, it was no longer clear which ACC traffic from Mogadishu should contact when operating on the routes UM313 or UM665G.

3.5.2　　The group also noted that there was a difference on the publication in the Kenyan AIP; although the coordinates were correct as published the position was depicted incorrect on the map. Kenya was therefore requested to ensure the correction is made in the AIP charts

3.6　　　　　*Update of LOA/LOPs*
3.6.1　　　　There were no Letters of Agreements/Procedures updated during the meeting.

AGENDA ITEM 4:　ANY OTHER BUSINESS (AOB)

4.1　　　　　The meeting was updated on the APIRG/ 22 Conclusions that affected the Eastern Sector of the AFI Region. The proposed free routing trial airspace affecting Ethiopia, Kenya, Mauritius, Tanzania, Uganda and Seychelles was discussed.

4.2　　　　　The secretariat informed the meeting of the APIRG/22 conclusion to review the AANDD and the planned training for the State Focal points.

4.3　　　　　The meeting was reminded of the ongoing development of the AFI Contingency Plan and the need for States to update their national contingency plans and realign them with the regional plan.

https://www.icao.int/ESAF/Pages/Special-ATMCM--2019.aspx