



**INTERNATIONAL CIVIL AVIATION ORGANIZATION  
EASTERN AND SOUTHERN AFRICAN OFFICE**

**ATM/CNS Coordination Meeting between Angola, Botswana, Congo, Côte d'Ivoire, D. R. Congo, Gabon, Ghana, Namibia, Nigeria, Sao Tome & Principe, Senegal, South Africa, Zambia and Zimbabwe (Luanda, 24 – 26 November 2003)**

- Agenda Item 1: Air Traffic Management**
- 1.2: Delegation of Airspace**
  - 1.3: ATS Contingency Plan (AFI/7 Rec.5/2)**
  - 1.4: Implementation of 10 minute longitudinal separation minimum**

(Presented by the Secretariat)

**Summary**

The Paper provides a summary of various provisions in the ICAO documents relating to delegation of airspace concept, ATS contingency planning and the implementation of 10 minute longitudinal separation minimum.

**References:** Assembly Resolutions  
Annex 11  
AFI/7  
APIRG/14

**1.2.1 Responsibility for the provision of ATS**

1.2.1.1 The 33<sup>th</sup> Assembly Resolution in Force (A 33-14 Appendix N) gives the provisions relating to the delineation of ATS airspaces (ie. FIRs, control areas and control zones) (cf. **Attachment A**) to this paper. It also provides for one State to delegate to another State the responsibility of the provision of Air Traffic Services over its territory; it does so without derogation of its national sovereignty. Furthermore, Annex 11 para. 2.1 of the Convention stresses on delegation of responsibility. (cf **Attachment B** extract from Annex 11 para. 2.1).

1.2.1.2 The AFI/7 RAN Meeting (Abuja 12 – 23 May 1997) under Rec.5/1 (cooperative approach to airspace management) states “That States, taking into account the need for cost-effective introduction and operation of CNS/ATM systems, give consideration to co-operative efforts for introducing more efficiency in airspace management, particularly through regionalization leading to globalization of upper airspace management, in order to facilitate the safe, orderly and expeditious flow of air traffic”.

1.2.1.3 The meeting will wish to recall, that it is in the spirit of AFI/7 Rec.5/1 that, the SADC upper airspace and the COMESA upper airspace projects have been developed and the ASECNA airspaces. The meeting will wish to discuss into details the status of implementation of these projects.

### 1.3 **ATS Contingency Plan (AFI/7 Rec.5/2)**

1.3.1 AFI/7 RAN Meeting under Rec.5/2 inter alia states “That States which have not done so, develop contingency plans for their area of responsibility, in co-ordination with adjacent States, ICAO and interested international organizations, in order to facilitate early implementation of contingency measures should services be disrupted”. You may wish to note Annex 11 has been amended to include requirement of ATS contingency plans as a “**standard**” which will be applicable on 27 November 2003.

1.3.2 The meeting recognized the need for contingency planning in each FIR in the AFI Region for use in the event of disruption of air traffic services (ATS) and related services. Guidance material on contingency planning is contained in the *Air Traffic Planning Manual* (Doc.9426). It should be noted that such contingency plans constitute a temporary deviation from the facilities and services provided by States in accordance with Article 28 of the *Convention on International Civil Aviation* (Doc.7300) and as reflected in the Regional Air Navigation Plan. As regional air navigation plans are approved by the Council of ICAO, contingency plans also require Council approval prior to being implemented. Such approval is normally given by the President of the Council on behalf of the Council. A sample of an ATS contingency plan is **Attachment C** to this paper.

### 1.4 **Implementation of 10 Minute Longitudinal Separation Minimum**

1.4.1 APIRG/14 meeting in reviewing the implementation of 10 minutes separation minimum concluded:

**CONCLUSION 14/24: IMPLEMENTATION OF 10-MINUTE LONGITUDINAL SEPARATION MINIMUM**

**That:**

- a) **States which have not already done so, urgently implement the 10-minute longitudinal separation minimum taking into cognisance the relevant requirements in APIRG/13 Conclusion 3/43 and the provisions of ICAO PANS/ATM (Doc.4444/501) and AFI CNS/ATM System Plan (Doc.003);**
- b) **ICAO amend Doc.7030 to harmonize with the provisions in the PANS/ATM Manual (Doc.4444/501); and**
- c) **ICAO, through its Regional Offices assure the adequate coordination with the neighbouring Regions that have not implemented the 10-minute longitudinal separation minimum yet; in particular the ASIA Region.**

**1.5 Action required**

1.5.1 The meeting is invited to:

- a) Review the status of implementation of COMESA, SADC and Upper Airspace Project.
- b) Review and/or develop ATS contingency plans for FIRs adjacent to Luanda FIR using the sample at **Appendix C**.
- c) Review the implementation of 10 minutes longitudinal separation minimum in the area under concern.

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