



ATS/AIS/SAR/SG/10  
WP/11

**INTERNATIONAL CIVIL AVIATION ORGANIZATION  
WESTERN AND CENTRAL AFRICAN OFFICE**

**TENTH APIRG ATS/AIS/SAR/SG MEETING—  
(Dakar, 12-15 May 2009)**

**Agenda Item 11: Consideration of specific air navigation planning and implementation  
problems and the review of deficiencies in the Region**

**(Presented by the Secretariat)**

**Summary**

This paper contains deficiencies in the ATS, SAR and AIS/MAP fields for the AFI Region as updated APIRG/16. These were developed using the uniform methodology for identification, assessment and reporting of air navigation deficiencies adopted by the ALLPIRG, the ANC and the Council of global application by all ICAO PIRGs. Action by the ATS SG is proposed at paragraph 3.

**References:**

AFI/7 RAN Report Doc 9702  
ALLPIRG/2 Report  
APIRG/16 Report  
SP AFI/8 RAN Report

**1. Introduction**

1.1 Identification, assessment and reporting of air navigation deficiencies is one of the regular tasks of the ICAO planning and implementation regional groups (PIRGs). To achieve consistency in this matter, a uniform methodology was prepared by the Secretariat, co-ordinated with PIRGs and endorsed by ALLPIRG/2 Meeting (ALLPIRG/2 Conclusion 2/15 refers). The Commission considered the methodology and endorsed it having made some changes.

## 2. Discussion

2.1 In accordance with established practice, the sixteenth meeting of APIRG (Rubavu, Rwanda, 19 – 23 November 2007) reviewed the list of air navigation deficiencies in the AFI region. The Group was reminded of the concern expressed by ALLPIRG/5, the Air Navigation Commission and the ICAO Council about persistent deficiencies, in particular those impairing safety. The meeting agreed that priority should be given by States to eliminate the most common and persistent deficiencies. The list of deficiencies in the air navigation fields of ATM, SAR, and AIS/MAP were updated as shown in Appendix A, B and C to this paper respectively.

2.2 When considering the issue, the SP AFI8 RAN meeting commended the follow-up actions undertaken by APIRG and the ICAO regional offices in order to reduce or eliminate these deficiencies. However, the meeting recalled the concerns raised by the Commission and the Council on the serious impact of unresolved deficiencies on safety, and agreed that States concerned should with extreme urgency, take concrete measures to eliminate all deficiencies impairing safety in the region..

2.3 It is important to recall that the SP AFI/8 RAN with respect to deficiencies in the field of SAR, noted that supplementary data had become available to the normal deficiency identification process by virtue of the ICAO/AFCAC SAR Project in the AFI Region that was conducted from 2002 through 2007.

2.4 Based on the above and in order to address the most urgent deficiencies, the SP AFI/8 RAN agreed to the following recommendation:

### **Recommendation 6/25 — Elimination of air navigation deficiencies in the AFI Region**

That:

- a) APIRG adopt the Performance Objective: Elimination of Air Navigation Deficiencies in the AFI Region as contained in the performance framework form in Appendix J to the Report on Agenda Item 6;
- b) States develop their national action plans, aligned with the regional performance objective, to eliminate their relevant deficiencies in the fields of aerodromes and ground aids (AGA), air traffic management (ATM), aeronautical information services (AIS), communications (CNS), meteorological (MET) and search and rescue (SAR), priority being given to the deficiencies as contained in the performance framework form in Appendix J to the Report on Agenda Item 6; and
- c) States take steps to seek assistance where required for the implementation of their action plans through ICAO mechanisms such as Technical Co-operation Bureau (TCB),

International Financial Facility for Aviation Safety (IFFAS), special implementation projects (SIPs) and from industry stakeholders and donor agencies.

**Note:** The performance frameworks adopted by the SP AFI8 RAN for the elimination of the deficiencies in the fields of ATM, AIS/MAP and SAR are shown in Appendix D1 to D3 to this paper.

2.5 In accordance with the established practice, the Sub-Group will update the deficiencies in the ATS, SAR and AIS/MAP fields as shown in **Appendices A, B and C** respectively and forward same to APIRG for their consideration.

### **3. Action required:**

The Sub-Group is requested:

- a) to update the list of deficiencies in the ATS, SAR and AIS/MAP fields at **Appendixes A, B and C**.
- b) to forward the updated list to APIRG for their consideration and
- c) consider the action to take as a result of the AFI RAN recommendation for States to establish action plans to deal with matters relating to ATS, SAR and AIS/MAP .

Appendix D1

**ATM PERFORMANCE OBJECTIVES**

<b>ELIMINATION OF IDENTIFIED ATM DEFICIENCIES</b> <b>(provision of ATC service and implementation of ATS routes including RNAV routes, joint use of airspace)</b>				
<b>Benefits</b>				
<b>Environment</b>	• reductions in fuel consumption			
<b>Efficiency</b>	• ability of aircraft to conduct flight more closely to preferred trajectories			
<b>Safety</b>	• enhance safety by wider distribution of aircraft in a given airspace			
	• enhanced safety management			
<i>Strategy</i>				
<b>Short term (2010)</b>				
<i>Medium term (2011 - 20015)</i>				
<b>ATM OC COMPONENTS</b>	<b>TASKS</b>	<b>TIMEFRAME START-END</b>	<b>RESPONSIBILITY</b>	<b>STATUS</b>
<b>AOM</b>	• implementation and provision of ATC service along ATS routes UA618, UB525, UB607, UL612, UM220, UM365, UR400 (Khartoum FIR) and UR780 (Mogadishu FIR), in the Table ATS 1 – Basic ANP, Doc 7474 and the provision of ATC service at terminal area of Mogadishu International Airport	2008 – 2009		
	• elimination and/or removal of special use airspaces (prohibited restricted and danger areas)	2008 – 2009		
	• State develop an implementation action plan to eliminate/or reduce these deficiencies	2008 – 2009		
<b>linkage to GPs</b>	GPI/1: Flexible use of airspace; GPI/7: Dynamic and flexible ATS route management; GPI/8: Collaborative airspace design and management; GPI/10: Terminal area design and management			

Appendix D2

**SEARCH AND RESCUE (SAR) PERFORMANCE OBJECTIVES**

<b>ELIMINATION OF IDENTIFIED SAR DEFICIENCIES (SAR legislation, SAR agreements and SAR ELT)</b>				
<b>Benefits</b>				
<b>Efficiency</b>	<ul style="list-style-type: none"> <li>• efficiency in the conduct of SAR service</li> <li>• effective and timely assistance by all participating emergency response agencies</li> </ul>			
<b>Safety</b>	<ul style="list-style-type: none"> <li>• safety of life</li> </ul>			
<i>Strategy</i>				
<b>Short term (2010)</b>				
<i>Medium term (2011 - 20015)</i>				
<b>ATM OC COMPONENTS</b>	<b>TASKS</b>	<b>TIMEFRAME START-END</b>	<b>RESPONSIBILITY</b>	<b>STATUS</b>
<b>SAR service</b>	• review deficiencies in the provision of effective SAR and rescue service	2008 – 2009		
	• review deficiencies concerning implementation of SAR legislation	2008 – 2009		
	• review deficiencies concerning implementation of SAR agreements with assisting SAR organizations	2008 – 2009		
	• review deficiencies concerning implementation of COSPAS SARSAT ELT 406 MHz	February 2009		
	• develop State action plan to eliminate and/or reduce these deficiencies	2009		
<b>linkage to GPIs</b>	GPI/16: Decision support and alerting service			

In addition to the above long standing deficiencies, supplementary data has become available to the normal deficiency identification process by virtue of the ICAO/AFCAC SAR Project in the AFI region that was conducted from 2002 through 2007. In all, thirty-four African States were evaluated by the project.

Appendix D3

**AIS/MAP PERFORMANCE OBJECTIVES**

<b>ELIMINATION OF AIS/MAP DEFICIENCIES</b> <b>(implementation of WGS-84 coordinates, publication of aeronautical charts and timely publication and updating of AIS/MAP documents, i.e. NOTAMs, AIPs, AICs, etc.)</b>				
<b>Benefits</b>				
<b>Efficiency</b>	<ul style="list-style-type: none"> <li>improved collaborative decision-making through sharing aeronautical data information</li> </ul>			
<b>Safety</b>	<ul style="list-style-type: none"> <li>enhance safety by timely exchange air safety data, i.e. electronically and wider distribution of such data</li> </ul>			
<i>Strategy</i> <i>Short term (2010)</i> <i>Medium term (2011 - 20015)</i>				
<b>ATM OC COMPONENTS</b>	<b>TASKS</b>	<b>TIMEFRAME START-END</b>	<b>RESPONSIBILITY</b>	<b>STATUS</b>
<b>AIS/MAP</b>	<ul style="list-style-type: none"> <li>publication of relevant aeronautical charts</li> </ul>	2008 – 2009		
	<ul style="list-style-type: none"> <li>publication of WGS-84 coordinates for en-route waypoints and use for GNSS coordinates for terminal approaches and departure procedures</li> </ul>	2008 – 2009		
	<ul style="list-style-type: none"> <li>publication of AIPs, NOTAMs and AICs using standards formats</li> </ul>			
	<ul style="list-style-type: none"> <li>States concerned to develop action plan to eliminate the deficiencies</li> </ul>	2008 – 2009		
<b>linkage to GPIs</b>	GPI/18: Aeronautical information; GPI/20: WGS-84			

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