



Tenth Meeting of the APIRG Air Traffic Services, Aeronautical Information Services and Search and Rescue Sub-Group
[Dakar, Senegal 13 – 15 May 2009]

- Agenda Item 2:** Review of Special AFI RAN 08 Recommendations pertaining to ATS, AIS and SAR fields.
Agenda Item 7 Review of the implementation of the Area Control Service.

AIR TRAFFIC MANAGEMENT

(Presented by the Secretariat)

SUMMARY

This paper reviews the Special AFI RAN 08 Recommendations pertaining to Air Traffic Management, and calls for the Sub-group's actions as appropriate.

References:

- ICAO Special AFI RAN 2008 Report.

1. Introduction

- 1.1. This presents the meeting with the **Special AFI RAN 08 general recommendations pertaining to Air Traffic Management**.

2. Discussion

Air Traffic Services (ATS) Incident Analysis Group

- 2.1. During Agenda item 4, the meeting reviewed any trends identified in the accident data and deficiencies, as well as occurrence reporting levels of the States within the regions. The meeting was informed of the work of the Air Traffic Services (ATS) Incident Analysis Group (AIAG). Through the work of the AIAG, States and air navigation service providers were encouraged to carry out thorough investigations of all reported ATS incidents and take adequate measures to prevent repetition of similar occurrences. Based on the discussion, the meeting made the following recommendations:

Recommendation 4/6 – Investigation of air traffic services incidents and provision of comprehensive feedback to parties involved

That, in coordination with their air navigation service providers, States:

- a) diligently conduct investigations on all reported air traffic services incidents having taken place in airspace under their responsibility; and
- b) provide timely, documented feedback to all involved parties through participation in the established AIAG mechanism via the relevant ICAO Regional Office.

Recommendation 4/7 – Reporting of air traffic services incidents

That air operators be reminded, by IATA and their State Authority, of their obligation to ensure that air traffic services incident reports are filed on a timely basis, following the ICAO model as contained in the *Procedures for Air Navigation Services – Air Traffic Management* (Doc 4444), Appendix 4, and provide sufficient relevant information to facilitate the ensuing investigation.

Implementation of the new ICAO model flight plan form

- 2.2. The meeting recalled that in May 2008, Amendment No. 1 to the Fifteenth Edition of the Procedures for Air Navigation Services — Air Traffic Management (PANS-ATM, Doc 4444) was approved. The amendment encompassed a substantial revision to the ICAO flight plan as contained in Appendix 2 to the PANS-ATM.

- 2.3. As implementation of the new ICAO model flight plan form would require significant effort and lead time for States, air navigation service providers and aircraft operators, and because the change-over should be coordinated with all stakeholders, the PIRGs should develop coordinated transition plans with common strategies and mitigation measures. The meeting therefore developed the following recommendation:

Recommendation 6/5 — Implementation of the new ICAO model Flight Plan Form

That:

- a) APIRG adopt the ATM Performance Objective: Transition to the New ICAO Model Flight Plan Form as contained in the performance framework form (PFF) in Appendix A to the Report on Agenda Item 6¹; and
- b) States coordinate, through APIRG, their transition to the new ICAO flight plan and follow the checklist in the PFF in Appendix A to the Report on Agenda Item 6 in order to ensure harmonization and orderliness in their transition to the new flight plan by 15 November 2012.

ATS routes and route systems

Atlantic Ocean random routing area (AORRA)

- 2.4. The meeting recalled that the South Atlantic Planning Group (SAT) at its Fourteenth Meeting held in Montevideo, Uruguay in May 2008, agreed to proceed with the implementation of AORRA Phase II in December 2008, and that as of 23 October 2008 a common aeronautical information publication (AIP) Supplement for implementing Phase II was to be disseminated. Phases III and IV were planned for implementation by 17 December 2009. The meeting agreed on the following recommendation to support implementation of AORRA:

Recommendation 6/12 — Full implementation of Atlantic Ocean random RNAV routing area (AORRA)

That ICAO:

- a) take immediate action to inform all concerned States that implementation of AORRA Phase II will be delayed until further notice; and
- b) as a matter of urgency, facilitate and coordinate implementation of all phases of AORRA and assist in determining a suitable date for AORRA Phase II implementation.

ATS routes

- 2.5. The meeting noted that in order to accommodate traffic demand in the AFI Region, APIRG had adopted a number of conclusions related to the implementation of ATS routes. It was further noted that with some exceptions, most of the recommended routes had not yet been implemented. Furthermore, the aircraft operators had identified new ATS route requirements. The meeting also agreed that the PBN Task Force was the most suitable body to address the ATS route structure in the region.

Environmental issues

- 2.6. The meeting was in agreement that many initiatives over many years in the AFI Region had contributed to reduce greenhouse gas emissions. The two most prominent examples noted were the implementation of RVSM and the RNP 10 route structure.
- 2.7. The meeting noted that unfortunately, the ATM community had not consistently attempted to measure environmental gains associated with ATM improvements, and agreed that efforts should be taken to measure environmental benefits associated with ATM improvements. Additionally, IATA agreed to assist with measuring fuel consumption benefits associated with ATM improvements and converting these into CO₂ reductions.
- 2.8. Considering the importance of addressing the environment when planning air navigation systems, the meeting agreed to the following recommendation:

¹ See Appendix A.

Recommendation 6/26 — A collaborative approach to air traffic management (ATM) systems planning that considers the environment

That APIRG adopt an approach to the planning and implementation of ATM systems and ATM improvements that supports collaboration and considers best outcomes and the environment.

3. Conclusion

3.1. The Sub-group is invited to:

- a) Note SP AFI RAN 2008 Recommendations contained in the paper;
- b) Develop amendment proposals to its future workprogramme to assist APIRG in addressing these recommendations;
- c) Initiate follow-up action to be taken by APIRG on Recommendation 6/5; and
- d) Note that implementation of Recommendation 6/12 is in progress (AORRA Phase II was successfully implemented on 9 April 2009).

-END-

APPENDIX A

ATM PERFORMANCE OBJECTIVES

BASIC CHECKLIST FOR IMPLEMENTATION OF THE NEW ICAO FPL FORM				
Benefits				
Environment	<ul style="list-style-type: none"> • reductions in fuel consumption 			
Efficiency	<ul style="list-style-type: none"> • ability of air navigation service providers to make maximum use of aircraft capabilities • ability of aircraft to conduct flights more closely to their preferred trajectories • facilitate utilization of advanced technologies thereby increasing efficiency 			
Safety	<ul style="list-style-type: none"> • optimized demand and capacity balancing through the efficient exchange of information • enhance safety by use of modern capabilities onboard aircraft 			
Strategy				
Short term (2010)				
Medium term (2011 - 2015)				
ATM OC COMPONENTS	TASKS	TIMEFRAME START-END	RESPONSIBILITY	STATUS
SDM	<p>En-route airspace</p> <ul style="list-style-type: none"> • ensure that the automation and software requirements of local systems are fully adaptable to the changes envisaged in the new FPL form • ensure that issues related to the ability of FDPS's to parse information correctly and to correctly identify the order in which messages are received, to ensure that misinterpretation of data does not occur • analyze each individual data item within the various fields of the new flight plan form, comparing the current values and the new values to verify any problems with regard to applicability of service provided by the facility itself or downstream units • ensure that there are no individual State peculiarities or deviations from the flight plan provisions • ensure that the accepting ATS Reporting Office accepts and disseminates all aircraft capabilities and flight intent to all the downstream ACCs as prescribed by the PANS-ATM provisions • plan the transition arrangements to ensure that the changes from the current to the new ICAO FPL form occur in a timely and seamless manner and with no loss of service 	2009-2012		
		2009		
		2009-2012		
		2009		
		2009-2012		
		2012		
		2009-2012		
	<ul style="list-style-type: none"> • in order to reduce the change of double indications it is important that any State having published a specific requirement(s) which are now addressed by the amendment should withdraw those requirements in sufficient time to ensure that aircraft operators and flight plan service providers, after 15 November 2012, use only the new flight plan indications. • establish a central depository in order to track the implementation status and inform the ICAO regional offices on an ongoing basis 	2009-2012		
		2009		
linkage to GPIs	GPI/18 Aeronautical Information			
