



INTERNATIONAL CIVIL AVIATION ORGANIZATION
AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP
SEVENTEENTH MEETING (APIRG/17)
(Burkina Faso, 2 to 6 August 2010)

Agenda Item: 3.4 Air Traffic Management (ATM)

AFI TACTICAL ACTION GROUP (TAG)

(Presented by the Secretariat)

SUMMARY
This paper presents a high level report of TAG activities and requests that States be urged to take action with the goal of improving the work of the TAG

1. BACKGROUND

1.1 The successful introduction of Reduced Vertical Separation Minimum (RVSM) in Africa was due in part to the work that the RVSM Project Management Team (PMT) carried out the last few months prior to implementation. In order to best follow up on identified issues, the PMT tracked these matters through weekly teleconferences organized by the Air Traffic Management (ATM) Section at ICAO, Montreal. The weekly focus resulted in better management of the deficiencies, errors and deviations and at least stabilizing the occurrences and in some cases a noticeable improvement was observed.

1.2 Given the success of the telcon process during the RVSM implementation a proposal was made by the PMT to continue with the telcon process focusing on AFI RVSM airspace after RVSM implementation. In discussing the content of the telcons it was agreed that the subject areas to be studied and followed up by the telcon should extend beyond RVSM monitoring and that it should focus on all operational matters on a tactical basis.

1.3 This proposal was brought to the attention of the Special AFI RAN held in November 2008, in Durban, South Africa. The AFI RAN was apprised that the PMT in preparation for RVSM implementation had successfully conducted a communications survey with service providers in Angola and DRC as well as with the participation from users facilitated by IATA. During these surveys the group also continued to receive any safety related information provided either by pilots or by controllers.

1.4 Given the success of the telcon process the Special AFI RAN held in 2008 endorsed the concept and approved the establishment of a Tactical Action Group to continue with the process. It also formalized the process in order to obtain State's support in the event the TAG required feedback from States about specific issues. Specifically, the RAN produced the following recommendation:

RECOMMENDATION 6/7 – ESTABLISHMENT OF A TACTICAL ACTION GROUP (TAG)

That:

- a) a Tactical Action Group be created in the AFI Region with the Terms of Reference and Work Programme outlined in Appendix C to the Report on Agenda Item 6; and
- b) States as a matter of priority make all efforts to assist and comply with requests from the TAG group.

The Terms of Reference and Work Program referenced in paragraph a), above are as outlined in the box below. The current paper has been prepared in compliance with Work Program requirement d).

<p>TERMS OF REFERENCE AND WORK PROGRAMME OF THE TACTICAL ACTION GROUP (TAG)</p>
<p>Terms of reference</p> <p>To carry out an ongoing safety assessment of operations in the AFI Region on a bi-weekly basis. The assessment will include all aspects related to the operational environment in the AFI airspace above FL290 including but not limited to ATC loop errors, communications problems, navigation and surveillance issues and any other item affecting the safety of operations. Meet twice yearly to coordinate activities and plan future goals.</p>
<p>Work Programme</p> <p>Operational level of safety:</p> <ul style="list-style-type: none"> a) review, on a bi-weekly basis, all error and deviation reports received from the AFI Region; b) investigate and, if necessary, propose corrective action to identified deficiencies; c) coordinate activities with and maintain a two-way communication bridge with the ARMA; and d) provide yearly feedback to APIRG about TAG activities.

2. DISCUSSION

2.1 Subsequent to the approval by the AFI RAN of the establishment of the TAG, the group continued with its telcons held at about two week intervals. During 2009, the TAG held over 18 telephone conferences and so far in 2010 there have been 7 telcons held.

2.2 It is the consensus of the TAG participants that the TAG telcons are having a positive impact on operational safety in AFI airspace for at least two reasons. One, there is now a group of experts analyzing operational issues that arise in African airspace above FL 290, on a near-real time basis. Two, the feedback that the TAG has been providing to States and operators about identified unsatisfactory conditions is indicating to the States and operators that there is now in place a tracking mechanism that is actively engaged on a bi-weekly basis.

2.3 This feedback received from TAG motivates service providers and operators by providing an incentive to reduce errors and deviations in the airspace. In other words, the knowledge that there is active follow-up to unsatisfactory identified issues, prompts an environment that is conducive to the reduction on the number of those issues. In the opinion of the TAG membership, the telcons are having the desired effect and they should continue and be endorsed by the APIRG.

2.4 All of the above notwithstanding, there are areas that the TAG has identified that need improvement. The most salient identified deficiency is the lack of response from certain States when unsatisfactory conditions are reported in their airspace. Specifically, there are three States that stand out due to the lack of response to TAG queries about identified issues in their sovereign or delegated airspace. In this context the TAG respectfully requests that APIRG urge those States to provide more prompt responses to TAG requests.

2.5 Another issue that the TAG would like to highlight to APIRG for its consideration is the need for a prompt appointment of TAG points of contact in each State. **In this context, the current list of TAG points of contact is at Attachment A.** In accordance with the work program endorsed by the AFI RAN, each State should provide the TAG with a point of contact in the State. In other words a name, email address and phone number need to be provided by each State to the TAG. To date not all States have provided the TAG with a name and contact details. The point of contact should be the same as that registered with ARMA which should serve to simplify the process.

2.6 In conclusion, the TAG is cautiously optimistic in reporting that a significant amount of work has been accomplished in resolving or at least recording Unsatisfactory Condition Reports (UCR) however, much work still remains to be done. Beyond telcons, over the past 18 months, the TAG conducted a few missions to certain States with high numbers of UCRs. Those missions met with limited success due in part to an apparent lack of preparation by some States for the visit by TAG.

2.7 In this regard, it should be noted that the TAG will continue to request State visits whenever it deems it necessary in identified areas of concern. In this context, the TAG would like to request that APIRG urge states to make every effort in accommodating TAG visit requests in a timely manner and that such visits be honoured and scheduled during regular workweek hours.

3. **CONCLUSION**

3.1 The meeting is invited to note the information contained in this paper. On this basis the APIRG is urged to approve the following conclusions:

- a) Urge States that are not responding to TAG queries to make every effort to respond in a timely manner in compliance with the Recommendation from the Limited RAN meeting of 2008,
- b) Urge States that have not already done so, to provide the TAG, through their respective ICAO regional offices a name and contact information for TAG response,
- c) Urge States to make every effort to approve TAG technical team visits at the earliest opportunity possible, preferably not over public holidays and weekends, and
- c) Make any other suggestion it may deem necessary.

**AFI RVSM NATIONAL PROGRAMME MANAGERS (NPMs) AND
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