INTERNATIONAL CIVIL AVIATION ORGANIZATION

AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP
EIGHTEENTH MEETING (APIRG/18)
Kampala, Uganda (27 – 30 March 2012)

Agenda Item 1.2: Review status of implementation of APIRG/17 Conclusions & Decisions

IATA UPDATE ON IMPLEMENTATION OF APIRG/17 CONCLUSIONS & DECISIONS

(Presented by IATA)

SUMMARY
This working paper presents the APIRG/18 status of implementation of APIRG/17 Conclusions and decisions from an IATA perspective
REFRENCE(S): Report of the seventeenth meeting of the AFI Planning and Implementation Regional Group (APIRG/17)
Related ICAO Strategic Objective(s): A & C

1. INTRODUCTION

1.1 During APIRG/17, IATA invited the meeting and the States for actions within Performance Framework for Regional air navigation planning and implementation. Such actions were recorded as Conclusions and Decisions and this working paper presents IATA's perspective on implementation status.

2. DISCUSSION

2.1 Conclusion 17/3: NEXT GENERATION OF AVIATION PROFESSIONALS
IATA's is calling for regulatory framework that will enable safety-driven, cost-effective program for training Aviation Professionals through program called IATA Training Qualification Initiative (ITQI) training. Program goals are:

- Modernize Pilot & Maintenance Training (Improve effectiveness of qualification schemes)
- Identify Means to Improve Industry Attractiveness.
- Increase Global Market Permeability and harmonization.

2.2 Conclusion 17/11: IMPLEMENTATION OF SSP AND SMS

As part of the AFI Strategic Safety Improvement Action Plan -2012 to 2015, IATA through the AFI Safety Summit scheduled for May 15-16, 2012 is calling for implementation of SMS by all AFI airlines, ANSPs and Airports in accordance with IOSA/ICAO requirements.

2.3 Conclusion 17/25: Implementation of CPDLC

- CPDLC implemented by Seychelles, Dakar Oceanic, Dakar Terrestrial and Niamey FIRs including Abidjan Flight Information Sector. SAL implemented in 2011 and Brazzaville FIR implemented in 2012.
- CPDLC implementation in Ndjamena FIR is set for first quarter 2012.
- CDPLC trials initiated in Accra FIR in September 2011 that was extended till April 2012.

2.4 Conclusion 17/28: NEED FOR A HIGH LEVEL MEETING ON AFI GNSS STRATEGY & Conclusion 17/29: NEED FOR AN INDEPENDENT COST-BENEFIT ANALYSIS

IATA urged stakeholders to have clear stand on SBAS for the region.

2.5 Conclusion 17/43: IMPLEMENTATION OF STRATEGIC LATERAL OFFSETS (SLOP) IN THE AFI REGION

IATA has engaged with stakeholders to follow up on SLOP implementation in the region, however there is no clear record (aeronautical information) of implementation status.

2.6 Decision 17/50: PBN ROUTE NETWORK DEVELOPMENT WORKING GROUP (PRND WG)

Since APIRG/17, ICAO and IATA through PRND WG meeting, two "RouteLab" Workshops and three "iFLEX" workshops, in the spirit of Collaborative Decision Making (CDM) process , engaged stakeholders in an effective route implementation process:

- RouteLab 2: Eighteen (18) routes implemented - potential annual savings of 1.9 million kg of CO2 for two airlines based on one-way daily service over AORRA.
- RouteLab 3: Eight (8) route segments implemented (AFI Segment only) - potential annual savings of 2.3 million kg of CO2 for two airlines based on one-way daily service over the Indian Ocean.

- iFLEX 1: Implementation of additional crossing segments to the EUR – SAM corridor (UN741, UN866, UN873, and UN857) and introduced more entry and exit points to and from AORRA airspace -potential annual savings of 2,150 million tones of CO2 for only one airline based on twice daily service over the Atlantic Ocean.
- iFLEX 2: Twenty-five (25) routes / route segments implemented - potential annual saving is under review.
- (routes affected by "No-fly" zone in Tripoli FIR will be implemented at a later stage)
- One (1) additional route segment.

2.7 Conclusion 17/57: IATA GUIDELINES FOR OPERATIONAL APPROVALS
IATA has been responding to individual State's requests.

2.8 Conclusion 17/59: AIRSPACE PLANNING AND AIRCRAFT EQUIPMENT SURVEY
Survey of Avionics/equipment on board was done for IATA members globally at the end of 2010. Results were presented at AFI Aeronautical Surveillance Task Force held in Dakar, June 2011. Result of survey is attached as Appendix A to this Working Paper.

2.9 Conclusion 17/60: DIRECT TRANSITIONS TO/FROM AORRA AIRSPACE
Following coordination with Stakeholders involved, below is the status of implementation:

- Accra FIR
  3 additional transitions from EBUSO to EDORO/GANUM/OPUGA
  2 additional transitions from DIBSI and LIREX to KINTO
  1 additional transition from ACC to ILDOT
- Accra/Abidjan/Roberts FIRs
  1 additional transition from ACC IPEKA/ARLEM
- Accra FIR
  3 additional transitions from SIBEG to KOROB/DIPLA/KIRVU
- Abidjan/Roberts FIRs
  5 additional transitions from AD VOR to
  UBUGO/SENON/UBUBI/UMBO/LUMGO
- Roberts FIR
  6 additional transitions from ROB VOR to
  LUMGO/LUTGA/TUROT/LUMKA/GUTAS/SOLTU
  5 additional transitions from LGI VOR to SOLTU/TINIS/RIPAK/BOTBU/GARKI
- Roberts/Dakar FIRs
  1 additional transition from BIS VOR to GARKI
- Dakar FIR
  4 additional transitions from DBIS VOR TO RANOV/DIKBA/GAKSA/KOBTA
  2 additional transitions from DKR VOR to KOBTA/TAROT
- Brazzaville/Accra FIRs
  2 additional transitions from DLA VOR to KINTO/ILDOT
  2 additional transitions from LV VOR to TENTA/XURUT

- Luanda FIR
  2 additional transition from VNA to UTSAG/DURGA (Route lab 2)
  IATA has no update on implementation of BUDEL-ONTAR segment within Luanda FIR:

2.10 Decision 17/61: ESTABLISHMENT OF THE AFI FLIGHT PLAN TRANSITION TASK FORCE (FPLT TF)

IATA members had made contacts with the Flight Planning vendors in order to ensure compliance with Amendment 12 of Doc 4444.

2.11 Conclusion 17/69: TIMELY RESPONSE TO TAG QUERIES

Percentage of feedback received from ANSPs on reported ASRs/UCRs by TAG varies from FIR to FIR. TAG is concerned with lack of responsiveness / investigation of ATS reported incidents in 2011 from some ANSPs:

- Within Luanda FIR 16 ATS related incidents were recorded without single investigation report either from ANSP or State. ARMA queries for 3 aircrafts that were found operating in RVSM airspace without RVSM approval are unanswered.
- Within Addis Ababa FIR 4 ATS related incidents were recorded without single investigation report either from ANSP or State.
- Equatorial Guinea did not provide single feedback to ARMA queries for 3 aircrafts that were found operating in RVSM airspace without RVSM approval.
- Mauritania did not provide single feedback to ARMA queries for 3 aircrafts that were found operating in RVSM airspace without RVSM approval.
- Tanzania did not provide single feedback to ARMA queries for 3 aircrafts that were found operating in RVSM airspace without RVSM approval.

2.12 Conclusion 17/71: APPROVAL OF TAG VISITS

In 2011, TAG has approached to Nigeria to conduct mission, and Nigeria had accepted it.

2.13 Conclusion 17/96: PROJECT TO COMPLETE WGS-84 IMPLEMENTATION IN THE AFI REGION

IATA assisted in implementation of WGS-84 coordinates to support GNSS operations to ensure the implementation of RNP APCH procedures in Nigeria.

2.14 Conclusion 17/99: ELIMINATION OF AIR NAVIGATION DEFICIENCIES IN THE ATM AIS/MAP AND SAR FIELDS

IATA, via AIAG report and airport Technical mission reports that are distributed to ICAO RO’s, actively contributes towards updating the deficiency database.

3 ACTION BY THE MEETING

3.1 The meeting is invited to:

a) Note the status of implementation of APIRG/17 Conclusions and Decisions as per above provided updates.

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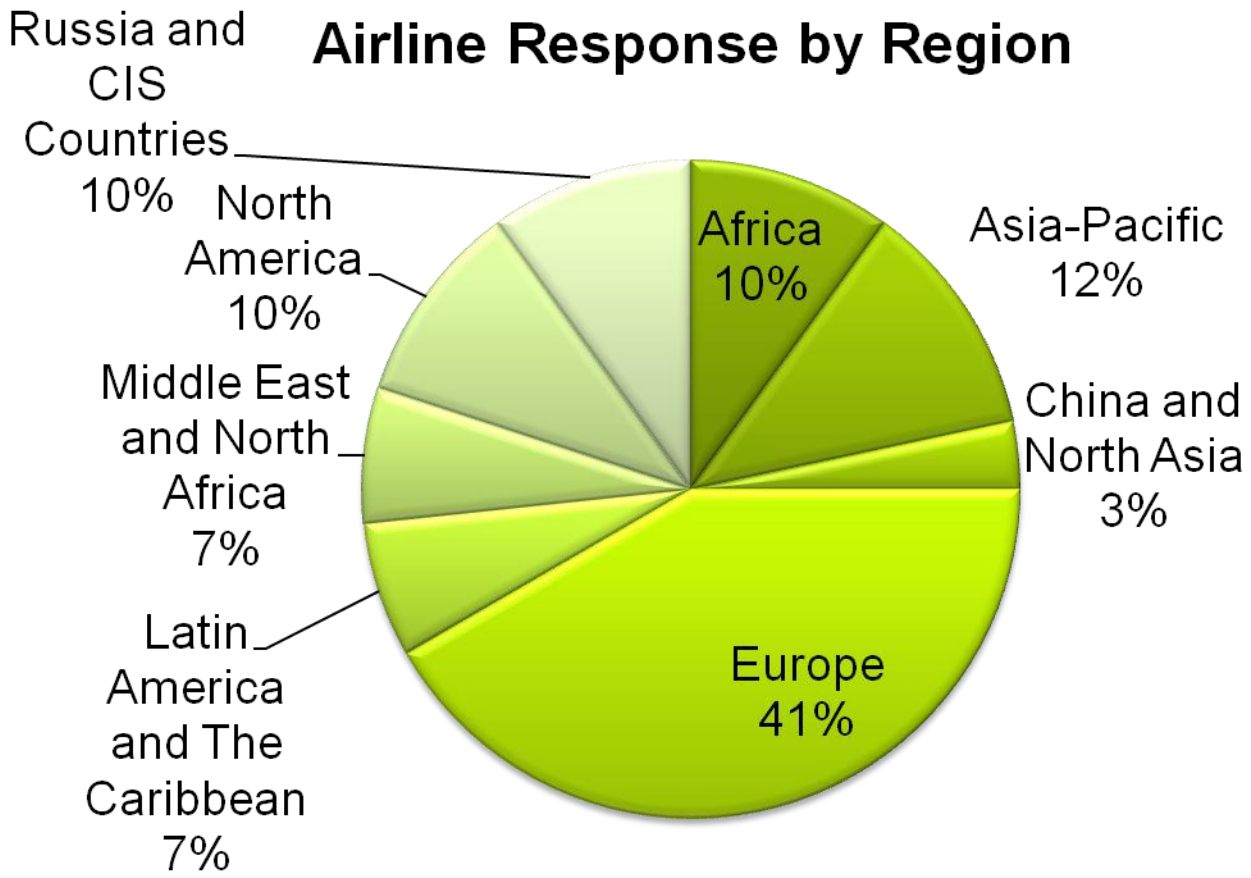
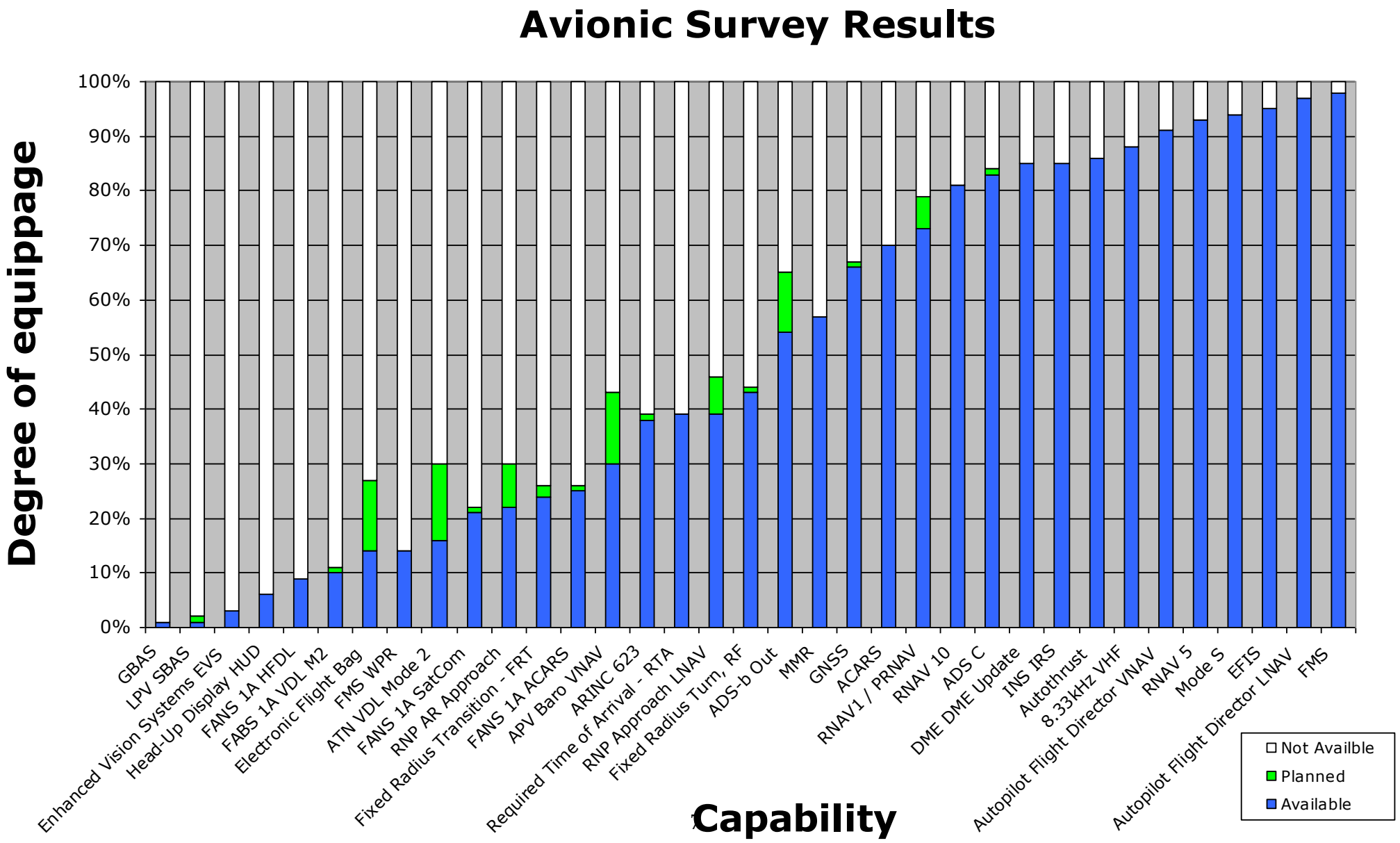
218 Airline Fleets (> 6000 aircraft)




Avionic Survey Results
Degree of equippage
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
GBAS
LPV SBAS
Enhanced Vision Systems EVS
Head-Up Display HUD
FANS 1A HFDL
FABS 1A VDL M2
Electronic Flight Bag
FMS WPR
ATN VDL Mode 2
FANS 1A SatCom
RNP AR Approach
Fixed Radius Transition - FRT
FANS 1A ACARS
APV Baro VNAV
ARINC 623
Required Time of Arrival - RTA
RNP Approach LNAV
Fixed Radius Turn, RF
ADS-b Out
MMR
GNSS
ACARS
RNAV1 / PRNAV
RNAV 10
ADS C
DME DME Update
INS IRS
Autothrust
8.33kHz VHF
Autopilot Flight Director VNAV
RNAV 5
Mode S
EFIS
Autopilot Flight Director LNAV
FMS
Capability
Not Availble
Planned
Available