INTERNATIONAL CIVIL AVIATION ORGANIZATION

FOURTH MEETING OF THE AFI CNS/ATM IMPLEMENTATION COORDINATION SUB-GROUP
(CNS/ATM/IC/SG/4)
(Dakar, 10 - 14 March 2003)

Agenda Item 4:   **Review of the reports of ICGs and Status of implementation of AFI CNS/ATM Plan**

Report of the Second Meeting of the AR-8 ICG

(Presented by the Secretariat)

Summary
The report of the Second meeting of the AR-8 ICG is presented to CNS/ATM Sub-group
Action by the meeting is at paragraph 3

1.   Introduction

1.1   The Second Meeting of the AR-8 ICG was held in Lusaka from 30 January to 1 February 2002. It was hosted by the Zambia Administration.

2.   Summary of the discussions and conclusions

2.1   Agenda Item 1:   Follow up of Last AR8 ICG meeting

The meeting reviewed the status of implementation of conclusions and decisions of the first AR8 ICG meeting. The following Conclusion was formulated.

Conclusion 2/1:   Implementation of Conclusions of the first AR8 ICG meeting

That States concerned implement, preferably by 28 November 2002, Conclusions 1/2, 1/5 and 1/7 of the first AR8 ICG meeting shown in Appendix B to this report.

Conclusion 1/2 dealt with the implementation of the Brazzaville/ Johannesburg AFTN circuit. This was achieved in October 2002.

Conclusion 1/5 concerned the implementation of the ATS routes. The most important routes are RNAV UM 731 and UM998, which are yet to be implemented by Angola and Botswana.

Conclusion 1/7 dealt with the implementation of air traffic control service within 150 NM around international airports. It has yet to be implemented in Angola (Huambo, Luanda) and Namibia (Windhoek). The meeting noted also the need to extend VHF to cater to en-route traffic in Angola, Malawi and Mozambique. Angola has a VHF extension project that is yet to be implemented. Malawi and Mozambique have identified the remote VHF sites to be implemented.

2.2   Agenda Item 2:   Update of the CNS/ATM Plan for AR8

The meeting reviewed the CNS/ATM Plan. It amended slightly by deleting FIRs Bloemfontein, Durban and Port Elizabeth. These FIRs have been included within FIRs Cape Town and Johannesburg as sectors.

The meeting noted that the feasibility study on the SADC Upper Airspace Control Center (UACC) was complete. The SADC Infrastructure Development (CNS/ATM) Sub-Committee recommended that the SADC Civil Aviation Committee considers the study, with the proviso that, before implementation, a detailed study on the sustainability of the lower airspace be undertaken. Funding for this study has been acquired.

2.3   Agenda Item 3:   Development of the Contingency Plan

The meeting recalled AFI/7 Recommendation 5/2 *inter alia* advocated that each State develop an ATS Contingency Plan which could be activated in the event of disruption of Air Traffic Services and/or related supporting services. These Contingency Plans shall be forwarded to the Regional Office for approval by the Council.

The meeting noting that most of the States had not developed contingency plans formulated the following Conclusion.

> **Conclusion 2/2:   ATS Contingency Plans**
>
> That States which have not done so, develop their ATS Contingency Plans and forward them to the Regional Office for approval by the Council.

2.4   Agenda Item 4:   Deficiencies Affecting Air Navigation

The meeting reviewed and updated the list of deficiencies in the area. The meeting reformulated Conclusion 1/9 of the preceding AR8 ICG meeting as follows.

> **Conclusion 2/3:   Elimination of Deficiencies affecting air navigation**
>
> That States concerned take remedial action on the deficiencies at Appendix D to this report.

2.5   Agenda Item 5:   Any other business

The ICG agreed to hold its future meetings back to back with those of the SADC CNS/ATM Sub-Committee at the same venue.

3.   Action by the Meeting

3.1   The CNS/ATM /IC Sub-group is invited to:

    (a)   note the report of the Second meeting of the AR-8 ICG;
    (b)   formulate conclusions, it may deem necessary.

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