STATUS OF IMPLEMENTATION OF KEY AFI RAN RECOMMENDATIONS AND APIRG CONCLUSIONS AND DECISIONS IN THE ATM FIELD

Item No.	Subject	Con/Dec No.	Action required	Remarks
1	Implementation of ATS routes including RNAV routes	**Concl 19/52**	1. The PRND WG has reviewed and updated the AFI ATS route network by developing efficient routes or segments thereof using PBN as the enabler. • At least 137 routes or route segments have been developed. • Reduction of track miles in excess of 3797NM. • CO2 savings – Of the above track mile savings, calculations completed for 1814 NM indicated 87,361,941KG. • Verification of CO2 savings in respect of 2983NM under way. • Several PBN based iFLEX tracks developed to enable access to AORRA airspace. • Verification of impact of the iFLEX track under way. 2. The work of the PRND WG now scaled down to refinements, maintenance, addressing new user requirements and enabling elements of B0-FRTO en-route and assisting progress in the terminal airspace. 3. There are agreed routes that have not been implemented. 4. Many States/FIRs continue to use temporary (UT) route designators even though the routes have been approved as part of the regional network.	▪ Lack of implementation constitutes a deficiency. ▪ States to update Appendix 3A-1.

			5. Lack of reliable VHF comms and surveillance has delayed implementation of RNAV, which should have implemented by 2012. **Actions required** 6. States/ANSPs should review availability of sustained reliable VHF to implement RNAV in accordance with guidance of the APIRG OPREC Project Team, safety assessments and coordinating between FIRs, bilateral and facilitated by the APIRG AORTA Project Team (likely successor of PRND WG. 7. All States/ANSPs that have not yet done so implement, as soon as possible all ATS routes agreed by PRND WG. **Note**: *While most routes have been agreed on RNAV 10 by the PRND WG, States/ANSPs whose communication capability permits, should consider implementation of RNAV 5 in accordance with the Regional PBN Implementation Plan, coordinating as necessary to avoid undue fragmentation of NAVSPECs across FIRs.* 8. All States/ANSPs that have not yet done so implement, as soon as possible formal RNAV route designators approved by the President of the Council.	
2	Implementation of safety management in the AFI Region	**Concl 19/76**	The ICAO USOAP audit of States indicates a significantly low average EI for AFI States: XX% **Action required** a) States take necessary measures consistent with their Audit Corrective Action Plans (CAP) as agreed to by ICAO, to implement Safety Management.	▪ Lack of implementation of SARPs constitutes a deficiency. ▪ States to update Appendix 3A-2.

			b) Make use of training opportunities availed by ICAO.	
3	Implementation of Air Traffic Control Service	**Concl 19/13**	The Conclusion requires that by 26 June 2014, AFI States that have not already done so, establish Class A airspace and implement air traffic control service in the lower airspace as follows: a) establish Class A airspace above FL145 for all ATS routes referred to in Table ATS 1 of the AFI Air Navigation Plan (Doc 7474) as amended; b) establish Class A airspace above Flight Level 195 elsewhere within the FIR; and c) implement effective and sustained air traffic control service in all terminal control areas (TMA) and control zones (CTR). ➢ As may be noted in Appendix 3A-3 and 3A-4, most States have still not fully implemented the Conclusion, or provided copies of AIP SUP indicating the changes. ➢ Still, there are States in which there is misunderstanding of the Regional Provisions. **Action required** 1. States are urged to implement the Concl. 19/13 without further delay. 2. States that experiencing a challenge with regard to the Conclusion should seek ICAO assistance. 3. States that have not implemented the Conclusion should expect that the deficiency will identified in the Regional List of Deficiencies.	▪ Lack of implementation constitutes a deficiency. ▪ States to update Appendices 3A-3 and 3A-4.
4	SSR Code allocation and assignment update	**Concl 19/14**	1. The Conclusion established the AFI SSR Code Allocation and Assignment Working Group to review and update the AFI SSR code allotment plan and code assignment	▪ Lack of implementation constitutes a deficiency. ▪ Secretariat to provide

			principles. 2. The Working Group is yet to meet.	update on progress.
5	Development and promulgation of contingency plans for each AFI FIR	**Concl 19/77**	1. The PQ relating to the Standard on Contingency Plans was satisfactory in less than 24% of AFI States. 2. Since the audit: (i) Many States's have still not developed CPs. (ii) Other States/ANSPs have developed the CPs but not coordinated the CP routes with adjacent FIRs. (iii) Many developed CPs have not included provisions for volcanic ash contingency plan and public health emergencies. (iv) A number of CPs have not followed the APIRG format/layout as pursuant to the template adopted by APIRG/17. 3. ICAO Secretariat continues to provide assistance and has availed, to requesting States/ANSPs, the Mogadishu FIR CP which has addressed all necessary aspects. **Action required** a) States develop/update and promulgate contingency plans using ICAO guidance material (amended template), and include provisions for volcanic ash contingency plan and public health emergencies. b) All contingency plans to be forwarded to ESAF and WACAF Regional Offices for review and forwarded to HQ for approval. c) States to coordinate with adjacent FIRs on CRs. d) ESAF and WACAF ROs arrange workshops to facilitate development of the CPs, coordination CRs and establishment of regional Contingency	▪ Lack of implementation constitutes a deficiency. ▪ States to update Appendix 3A-5.

			Coordinating Mechanism.	
6	Outcome of the ATS Competencies Study Group	**Concl 19/18**	1. The Conclusion established the ATSCSG to: a) study the shortcomings in ATC training including States' (and ANSPs) training programmes and plans; and c) establish and provide recommendations that would address issues relating to lack of competency of ATS personnel. 2. The Study Group has met once developed and tested a survey questionnaire online. The questionnaire has since been revised and will be formally circulated to States and concerned organizations. Subsequently a consultant is to visit States and institutions based on outcome of the survey.	▪ Secretariat to provide update related to draft questionnaires developed
7	Implementation of Strategic Lateral Offset Procedures (SLOP) in the AFI Region	**Concl 19/63**	1. This Conclusion calls for States which have not implemented SLOP within their areas of responsibility/FIR, to ensure immediate implementation, with the following guidance: a) SLOP will be applied in those oceanic FIRs where fixed routes are established; b) SLOP will be applied in all areas of the continental AFI Region, except where ATC separation is provided by surveillance, unless approved by the State; and c) SLOP will be applied in all oceanic random routing areas (AORRA AND IORRA) with effect from 2 June 2011. 2. Implementation of SLOP remains low, despite attempts by the TAG and the Secretariat to urge implementation. In some cases, familiarity with the SLOP concept seems to be the underlying challenge. The Secretariat and ARMA have provided guidance and are evaluating the	▪ Lack of implementation constitutes a deficiency. ▪ States to update Appendix 3A-6

			viability of a workshop to support States in this respect. 3. ICAO has published Cir 331 to support implementation. **Action required** States that have not already done so, publish the implementation of SLOP or, in cases where surveillance is adequate, publish that SLOP is not applicable due to the airspace being sufficiently covered by surveillance. Note is to be made that the availability of surveillance does not by itself obviate implementation of SLOP.	
8	Plane of division between the lower and upper airspace	**LIM AFI Rec. 2/1**	If and when required to establish a division between lower and upper airspace, the plane of division should be at FL245.	▪ Lack of implementation constitutes a deficiency. ▪ States to update Appendix 3A-7
9	Implementation of 10 minute longitudinal separation minima	**Concl 14/24**	1. A minimum of 10 minute longitudinal separation should be applicable in all FIRs, except where a contingency situation exists. 2. The need for the 10 minutes separation however, has changed with the implementation of PBN: a) where RNAV 10 is implemented, 50/50NM may be applied, b) In continental airspace where there is sufficient sustained reliable VHF on the basis of which RNAV 5 should be implemented, 30/30 should be considered on regional basis as guided the *OPREC Project Team*. 3. Implementation of 50/50 needs to be implemented and coordinated with APAC, which has since implemented. With regard to the Atlantic, assign SAT to coordinate.	▪ Lack of implementation constitutes a deficiency. ▪ States to update Appendix 3A-8

10	Civil/Military coordination	**AFI/7 Rec. 5/3**	1. In order to achieve optimum civil/military coordination and joint use of airspace with a maximum degree of safety, regularity and efficiency of international civil air traffic, States should: a) Establish appropriate civil/military coordination bodies to ensure, at all levels, the coordination of decisions relating to civil and military challenges of airspace management and ATC; b) Make known to military authorities the existing ICAO provisions related to civil/military coordination and promote familiarization visits by military personnel to ATS units c) Arrange permanent liaison and close coordination between civil ATS units and military air defence units to ensure segregation of traffic operating within the same or immediately adjacent to portions of airspace; d) Take necessary steps to prevent penetration of controlled airspace by military aircraft without prior coordination with ATC. 2. Many States continue to experience challenges in the area of civil/military coordination. While civil/military coordination mechanisms may be established in support of the implementing Annex 11 provisions, effectiveness remains low. In addition, it does not support less operational aspects such as review of airspace to achieve mutual efficiencies, FUA and sharing of facilities. 3. In 2011 ICAO published Cir 330 to support Civi/Military Cooperation pursuant to the 2009 Global Air Traffic Management Forum on Civil/Military Cooperation. 4. In November 2013 ESAF hosted Civil/Military Cooperation Seminar/Workshop, inter alia, introduction Cir 330. From 26 to 28 May 2015 a Civil/Military Cooperation Seminar will be held in Niamey. The event	▪ Lack of implementation constitutes a deficiency. ▪ States to update Appendix 3A-9

			will be opened by ICAO Secretary General. **Action required** a) States and ANSP are urged make all practical efforts to participate at the Seminar. More importantly, States are urged to take necessary action to secure the participation of military counterparts at the Seminar. b) States and ANSPs to continue efforts to achieve effective civil/military cooperation taking into consideration material provided in Cir 330.	
11	Application of flexible use of airspace (FUA)	**Concl 19/55**	1. States adopt a FUA approach in establishing prohibited, restricted or danger areas such that these areas are established on a temporary basis, taking into account the needs of civil aviation. 2. States constantly review the existence of prohibited, restricted or danger areas. **Action Required** a) States implement the Conclusion. b) States and ANSPs to continue efforts to achieve effective civil/military cooperation taking into consideration material provided in Cir 330.	3. Lack of implementation constitutes a deficiency. 4. States to update Appendix 3A-10
12	Resolution of missing flight plan problem	**Concl 19/23**	1. Operators and ANSPs should, take necessary measures to ensure that, prior to departure, flight plans are correctly filed and accepted; 2. AFI States and Air Navigation Service Providers be urged to ensure that international flights are not released for	▪ Lack of implementation constitutes a deficiency. ▪ States to update Appendix 3A-11

			departure without correctly filed flight plans; 3. in the event of routine or repetitive non-receipt of standard flight plans, the appropriate ATS authority assess the risk and as necessary, arrange for the non-acceptance of subsequent, related operations over the territory of the State concerned. The operator(s) and adjacent ATS units will be informed in advance of this action being taken; and 4. AFI States regulatory bodies take necessary action to ensure effective implementation. 5. The ATM/CM-SAF meeting held in Johannesburg in February 2015 noted that most missing FPL in the Southern African area resulted from operational errors rather than issues with AFTN, etc. In addition, in respect of ASECNA FIRs, lack of familiarity with the ASECNA AFTN address system/arrangement was contributory. **Action Required** a) States and ANSPs be urged to implement Conclusion 19/23. b) In addition, States/ANSPs, implement recommendations from pertinent forums, including recommendations of Workshop on the mitigation of loss of Operational messages (Flight Plans, NOTAMs & OPMETs), Dakar, Senegal, 12 – 14 May 2014, particularly with regard to operator filers.	
13	Reporting and analysis of ATS incidents	**Concl 19/54**	1. States establish incident reporting systems which should be non-punitive and educational in order to register the maximum number of incident reports; 2. Outcome of investigations, including recommendations and mitigation processes are forwarded to ICAO.	8. Lack of implementation constitutes a deficiency. 9. States to update Appendix 3A-12

			3. The TAG has noted that reporting of UCRs in particular ATS incidents has stopped improving. This was most noticeable when two of the major African airlines, KQ and SAA had challenges in forwarding their reports. Beside these two operators, most reports come from European carriers. ANSPs in which the just culture has taken sufficient hold to encourage reporting, remain significantly low. 4. The AIAG/12 meeting in March 2015 reviewed 88 incidents of which 38 were AIRPROXs. 5. Although no reports from South Sudan reach the TAG and AIAG secretariat, the WFP operators alone recorded 24 incidents which they classified as NMACs, from 1 Jan2014 until 15 March 2015, 14 of which were in the Juba area. 6. Although the classification of the UCRs is a unilateral UN (New York) effort, the picture may not be ignored, particularly considering that this came from one operator (UN). At least eight carriers including KQ, ET, Fly Dubai, Sudan and Rwanda fly into Juba, plus a high number of GA, contributing to 100-150 flights a day at Juba. 7. One of the apparent deterrents to reporting, seems to be the forms and their formats. (this however, does not explain zero or near zero reporting by some major operators. **Action Required** a) AFI States be urged to take necessary action to encourage high reporting of UCRs, in particular	

			ATS incidents, by their operators and license holders (pilots). b) IATA States take necessary action to urge their member carriers to report UCRs. c) The reporting form and format be revised and made electronically friendly (in addition to paper) for flight crews.	
14	Improvement in deficiency identification, tracking and reporting	**Concl 19/97**	1. In order to encourage reporting of deficiencies, follow up, and solutions, APIRG/18 adopted a list of reporting areas, and encouraged all aviation safety stakeholders to use it as a tool to improve reporting of deficiencies. Use of the tool however, remains minimal. 2. Reports from USOAP audits indicate that many AFI States had not established and implemented mechanisms to addressed deficiencies reported brought to attention of the State by APIRG, as well as those identified by the State regulatory bodies. **Action Required** States be urged to establish and implement, in accordance with their audit CAPs, mechanisms to effectively address deficiencies identified by their regulatory bodies and APIRG.	▪ Lack of implementation constitutes a deficiency. ▪ States to update Appendix 3A-13
15	Estimations and Reporting of Operational Benefits	**Concl 18/58**	1. APIRG adopted Conclusion 18/58 on the use of IFSET or more sophisticated tools to continually identify and report on environmental benefits from, inter alia, operational improvements. 2. To date, there is minimal use of the tool and almost no reporting of environmental benefits.	▪ Lack of implementation constitutes a deficiency. ▪ States to update Appendix 3A-13.

			Action Required a) States progress implementation of the Conclusion. b) Individually or collectively, contact ICAO for assistance where pertinent.	