CIRCULAR 14-2014

Co-ordination Failures in the AFI Region

Introduction

It has been observed that FIR/ACC's are taking the initiative to forward the Form F3 coordination failures to ARMA. This highlights the identified ongoing risk in the AFI region and assists all concerned in trying to remedy the problem. The figures for the period January 2013 to December 2013 are presented hereunder.

It may appear that coordination failures have increased which might not be the case as there are more FIR/ACC's reporting on a monthly basis. In 2012 there were nine FIR/ACC's reporting coordination failures. In 2013 the number sharply increased to twenty eight FIR/ACC's reporting coordination failures.

The ARMA has attempted to identify and address risks associated with coordination failures as best possible. The initiatives have been so successful that many FIRs/ACC's voluntarily do self reporting if coordination failures have occurred.

Contributing factors

- Equipment Failure.
- Human Factors on the Flight Deck.
- Human factors in the ACC not limited to fatigue, work load, working conditions, and ATC proficiency.

Ineffective remedial actions

- Re-training after the event.
- One on One Counselling after the event.
- Briefing the affected person after the event.

The tables below will illustrate the figures for 2012 and 2013 which can be compared.

2012 Coordination Failures											
FAJS/FBGR	FAJS/FQBE	FAJS/FVHF	FAJS/FYWH	FLFI/FVHF	FQBE/FHVF	FBGR/FVHF	FMME/FQMA	FLFI/FBGR	FWLL/FQBE	FNAN/FBGR	Total
23	9	1	10	8	13	8	2	10	4	1	94

January - December 2013

ICAO Doc 9937 describes Large Height Deviation as stated below:

Coordination errors between adjacent ATC units in the transfer of control responsibility for an aircraft, resulting in flight at an incorrect flight level.

- Aircraft received at a different flight level than coordinated

- Aircraft received with no co-ordination of time and flight level whatsoever
- Close border operations without co-ordination
- Other

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Conclusion

In conclusion it is evident that coordination failures present a risk to RVSM safety and should be managed in such a way that the risk is significantly reduced.

The aviation community is reminded to remain RVSM vigilant at all times and to record and submit all co-ordination failures as soon as practically possible.

END