



ICAO

**INTERNATIONAL CIVIL AVIATION ORGANIZATION**

**THIRTEENTH MEETING OF THE AFI TACTICAL ACTION GROUP  
(TAG/13)  
(VIRTUALLY, 26 OCTOBER 2021)**

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**Agenda Item 5:**                      *Review of the Outcome of the Eighteenth Meeting of the Air Traffic Service (ATS) Incident Analysis Group (AIAG18)*

**5.1     AIAG18 Outcomes**

(Presented by the IATA)

**SUMMARY**

This working paper presents the analysis outcomes of the AIAG18 meeting.

**Reference:**

AIAG18 Preliminary Report  
AIAG18 Report (Draft)

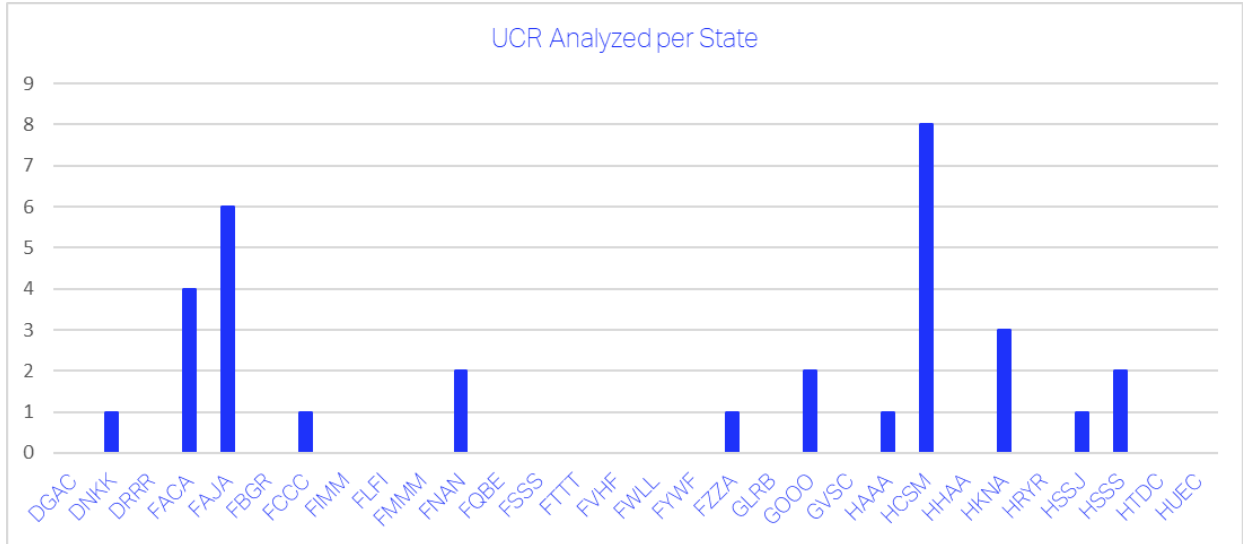
**Action required:** *See paragraph 3*

**1.     Introduction**

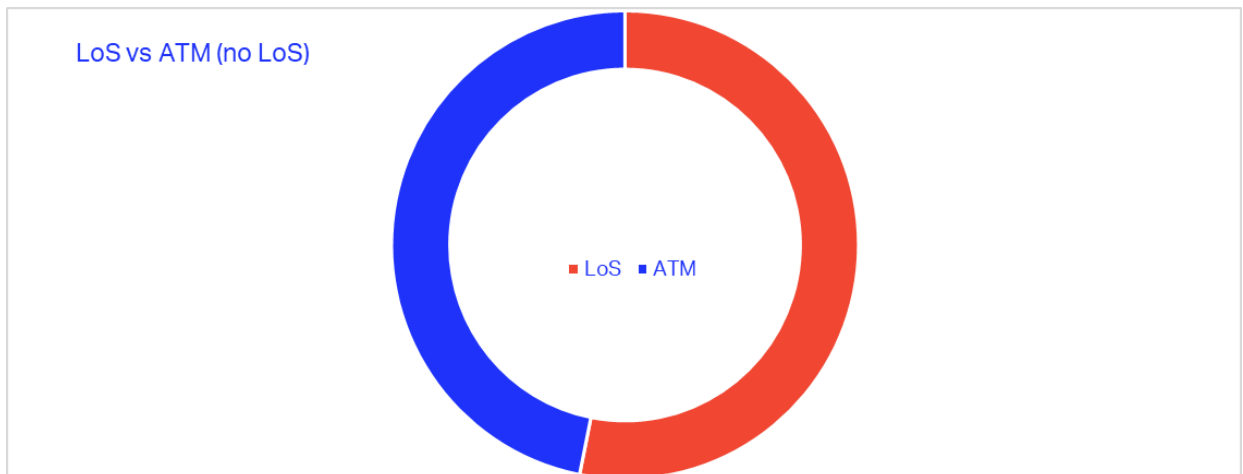
- 1.1     The AFI ATS Incident Analysis Group (AIAG) meet annually to analyze the reported Loss of Separation (LoS) events reported in the region to:
- a)     Confirm the LoS
  - b)     Correctly categorize the event in line with the ICAO ADREP Taxonomy
  - c)     Establish the level of risk of the event
  - d)     Establish the causal factors and
  - e)     Recommend corrective and preventative actions
- 1.2     The AIAG18 meeting was held virtually on the 18<sup>th</sup>, 20<sup>th</sup>, 21<sup>st</sup> and 23<sup>rd</sup> of July 2021.
- 1.3     The period under analysis was 01 January to 31 December 2020.

## 2 Discussion

2.1 The AIAG18 analyzed 32 reported LoS events, from 12 AFI States, that took place during the period under review.



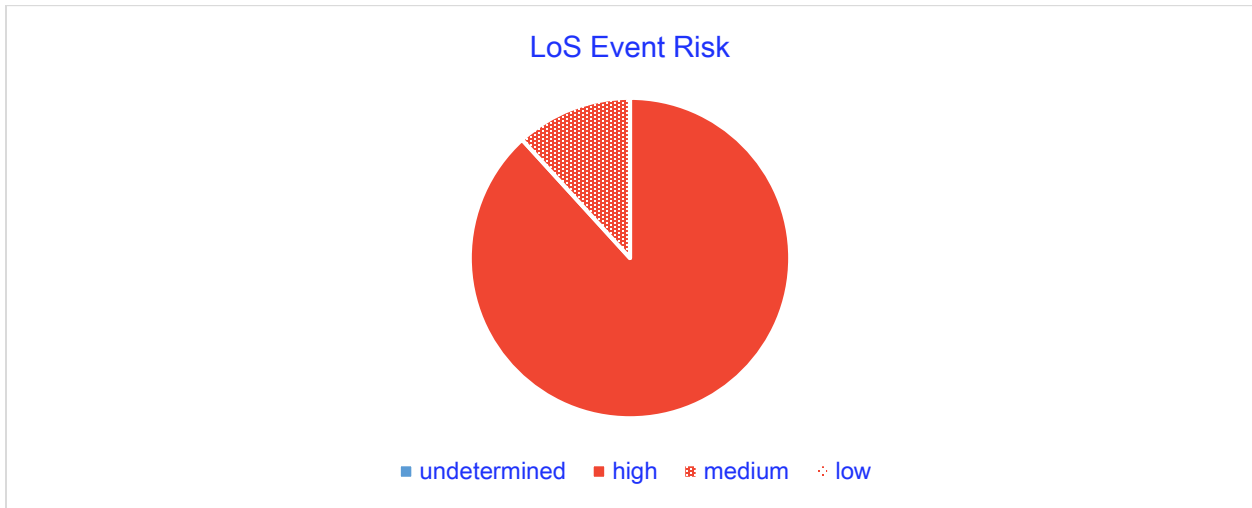
2.2 Following the Analysis it was established that 17 of the 32 events were confirmed to be LoS events.



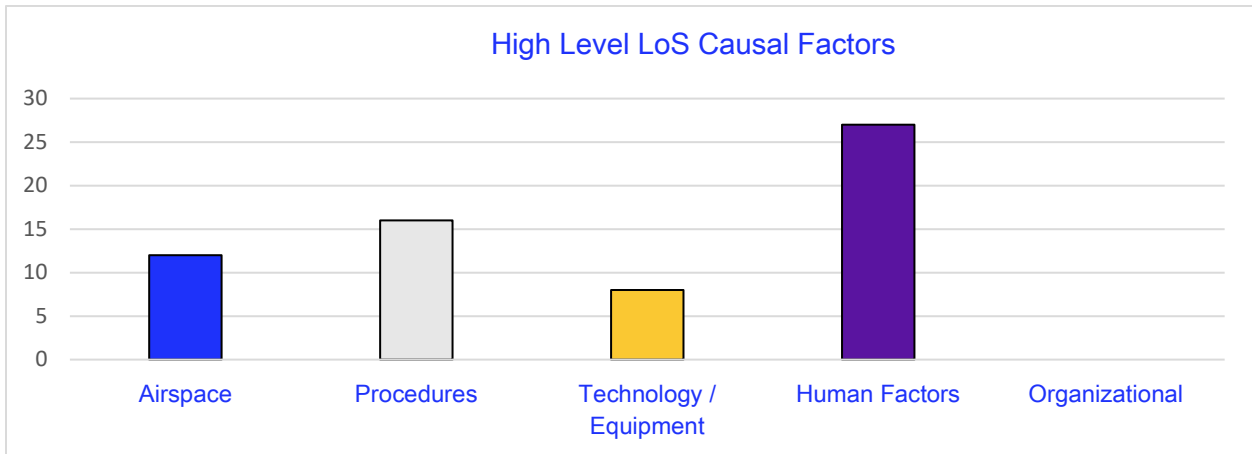
2.3 The confirmed LoS events were categorized as follows:

- 2.3.1 RI-VAP (High risk) : 2
- 2.3.2 RI-VAP (medium risk) : 1
- 2.3.3 MAC (high risk) : 13**
- 2.3.4 MAC (medium risk) : 1

2.4 The risk profile of the 17 Los events is concerning with **88%** of the Los events being **high risk**.

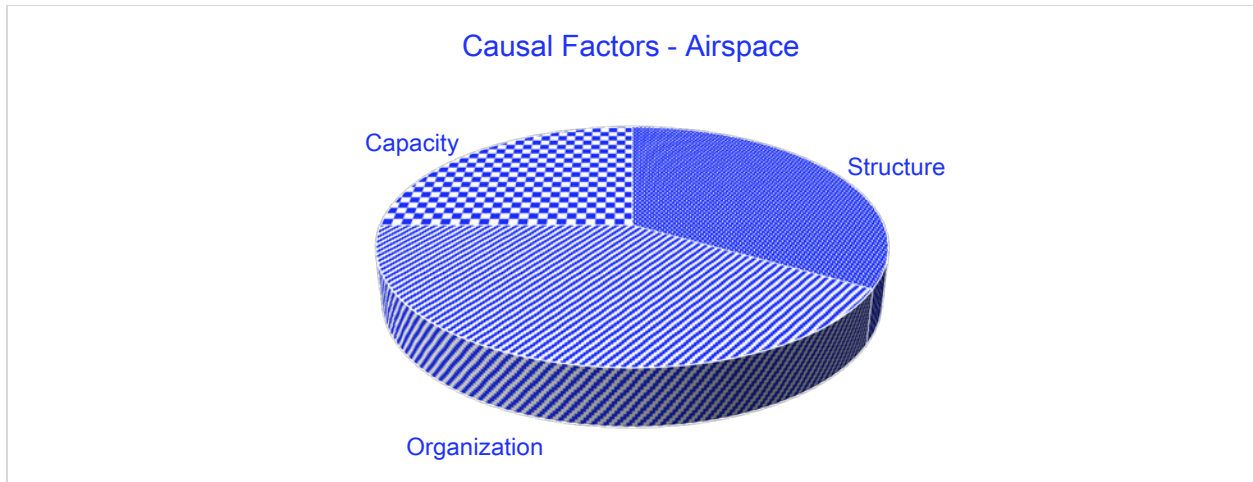


2.5 The analysis showed that the majority of causal factors for the Los Events were in the human factors category with Procedures being the next biggest contributor.

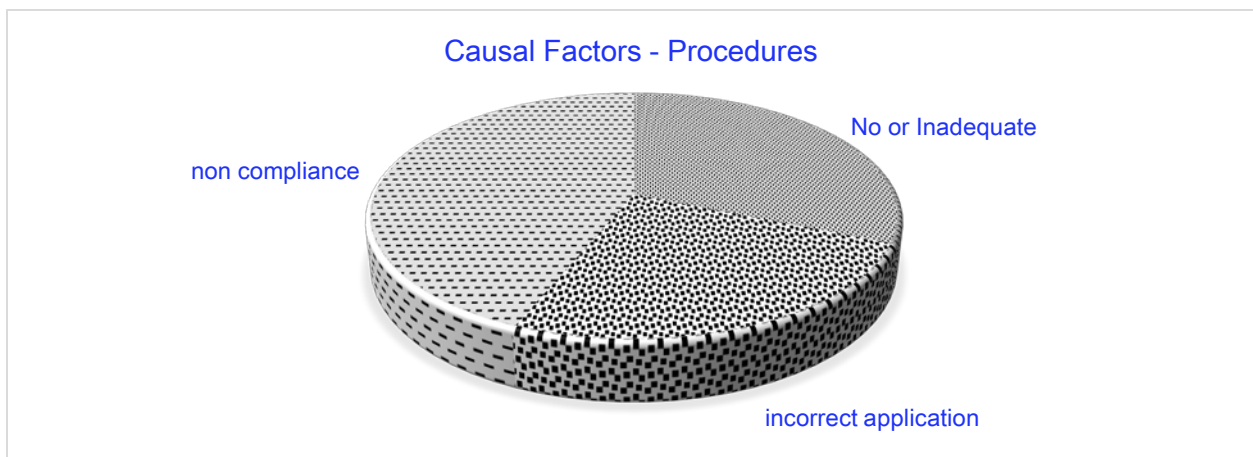


2.6 Each of these high-level causal factor categories are further broken down as follows:

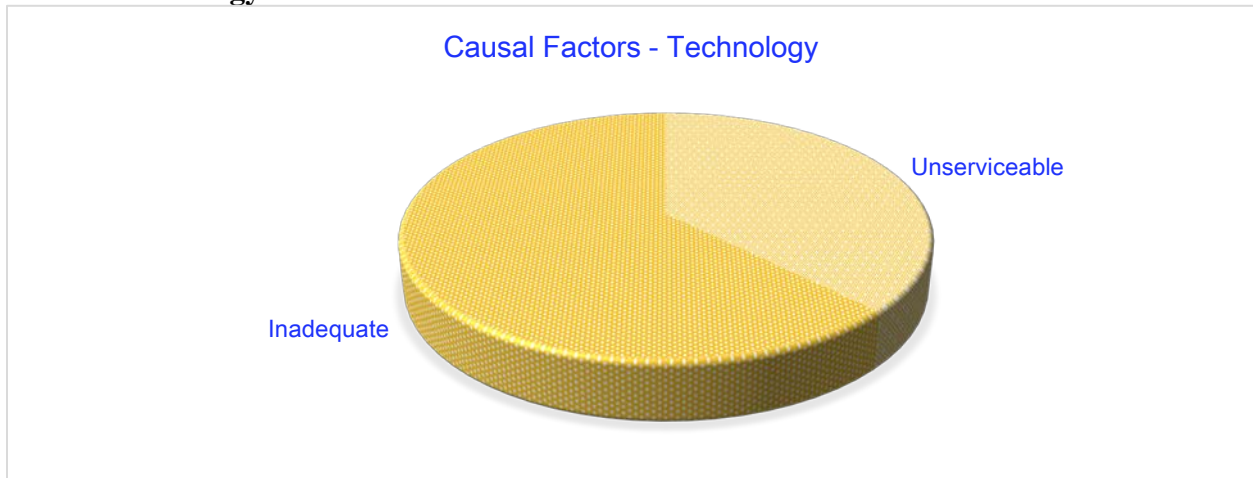
### 2.6.1 Airspace



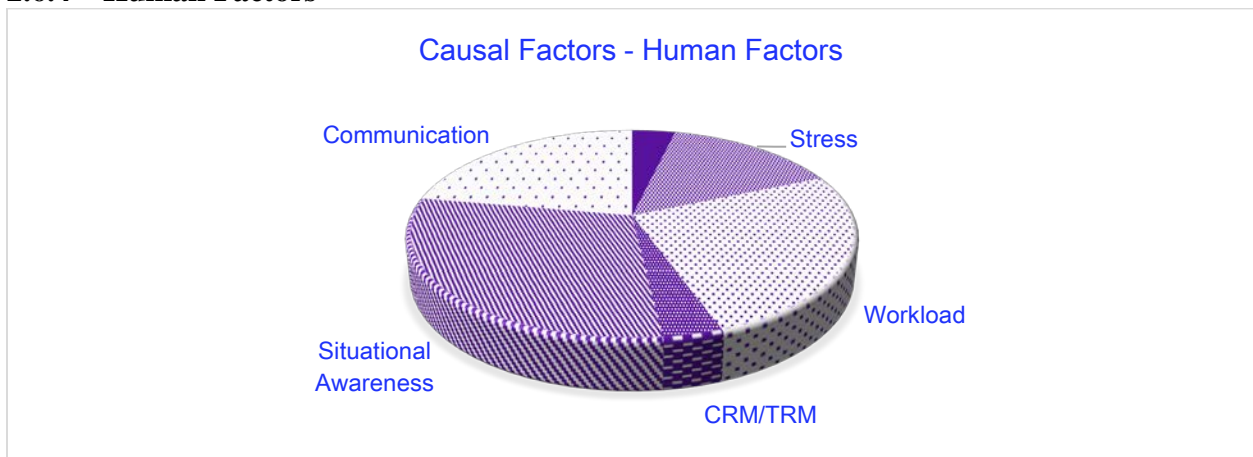
### 2.6.2 Procedures



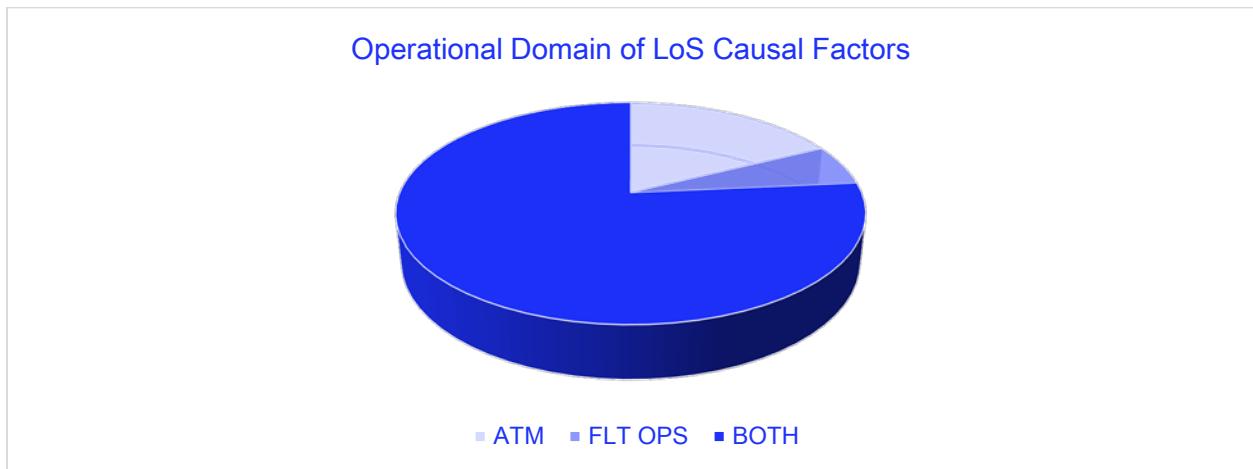
### 2.6.3 Technology



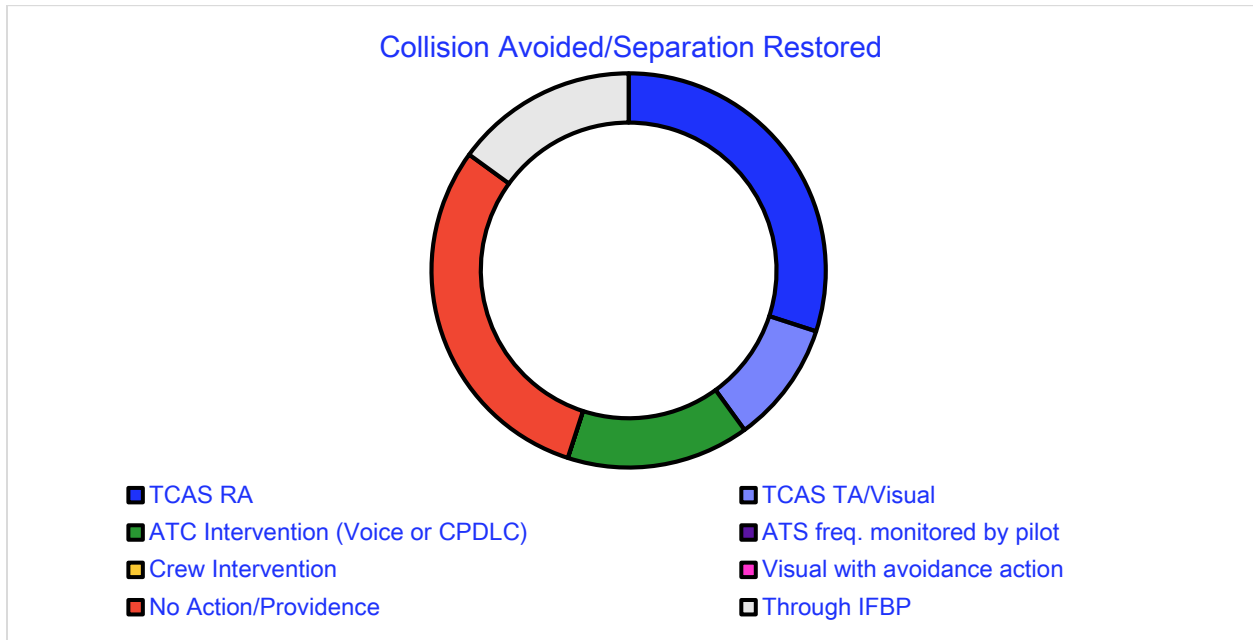
### 2.6.4 Human Factors



2.7 It was determined that the majority of causal factors, 76%, took place in a combined ATM and flight operations environment.

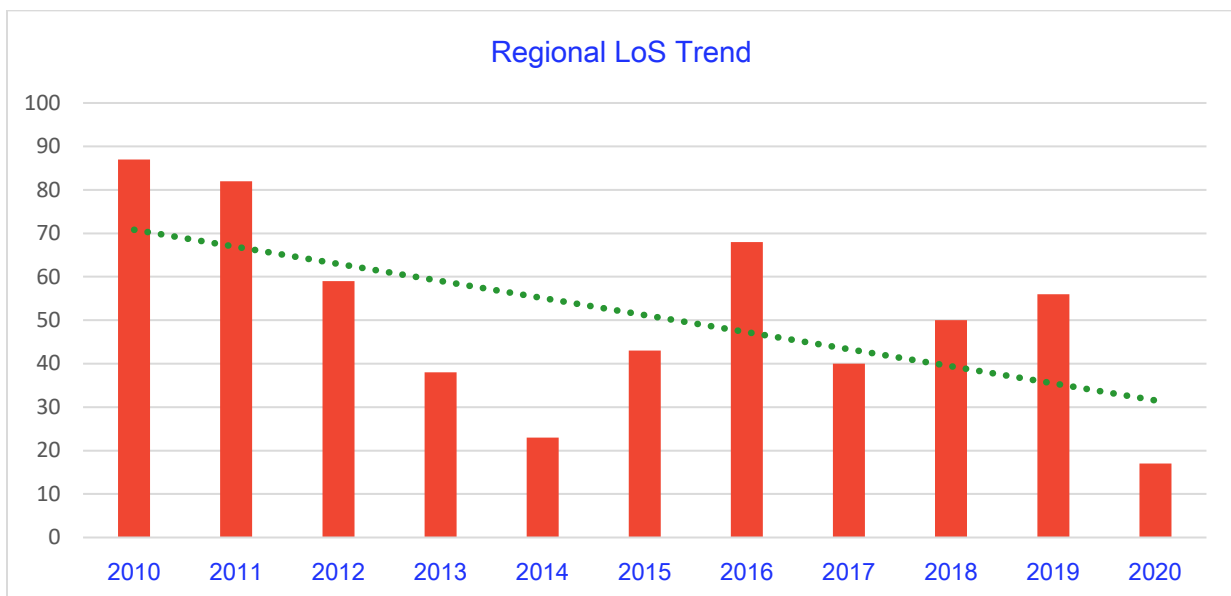


2.8 The analysis process indicated that the LoS events were avoided and/or separation restored through one or a combination of means as indicated the below table. This indicates an alarmingly high reliance on TCAS and an even more alarming high reliance on providence.



2.9 The COVID-19 pandemic caused a significant drop in air traffic movements and a significant reduction in the number of reported LoS events. This reduction can however not necessarily be attributed to any significant safety improvements.

2.10 The overall LoS 10-year trend shows good progress towards the Abuja Safety and ANS Target of reducing the number of LoS events to zero for the region and is not significantly skewed by the suggestively low figure for the 2020 year.



2.11 The preliminary recommendations of the AIAG18 meeting are as follows:

2.11.1 ASR's to reach IATA and States within 21 days of the date of events to facilitate the investigation process

2.11.2 IFALPA and IATA to sensitize crews on the importance of timeous and detailed event reporting.

2.11.3 Where established procedures have not been complied with, States should review the procedure and associated human factors to establish the reason for non-compliance and implement corrective and preventative actions.

2.11.4 ATC recurrence training programs should be implemented.

2.11.5 Investigations should “dig deeper” to establish the fundamental causal factors – 5 (or more) “why’s” should be applied, particularly in the establishment of causal factors associated to human factors

2.11.6 Participants are encouraged to apply the AIAG methodology to establish causal factors in addition to the ICAO Annex provisions.

2.11.7 Operator Safety Offices should ensure that Air Safety Reports encompass all the required information, particularly for potential loss of separation type of events. Refer to the ICAO Annex and the AIAG Methodology.

2.11.8 Regulations and clear operating procedures should be developed and implemented to ensure the safe and efficient integration of UAV/UAS operations into civilian airspace; this should be accompanied by agreed Letters of Agreement (LoA) and necessary technology (communication and/or surveillance) deployments.

### **3. Action Required**

The meeting is invited to:

- a) Take note of the AIAG18 analysis results as presented; and
- b) Take necessary steps to implement the AIAG18 preliminary recommendations as well as the AIAG18 reconditions as published in the AIAG18 report once published.