



**Fifteenth Meeting on the Improvement of Air Traffic Services over the
South Atlantic (SAT 15)**

(Lisbon, Portugal, 19-21 May 2010)

Agenda Item 1: Air Traffic Management

Operational Inefficiencies & Deficiencies in The South Atlantic

(Presented by IATA)

SUMMARY

This paper reviews the situation of regional deficiencies in the South Atlantic region. Deficiencies continue to jeopardize flight safety and operating efficiency. IATA urges the implementation of corrective measures at the earliest opportunity.

1. INTRODUCTION

Airlines have voiced concern over the lack of action by many States to correct ongoing deficiencies in the South Atlantic Region.

IATA receives reports from airlines requesting assistance in resolving infrastructure problems, which affect flight operations and safety. However, many of these requests are not resolved immediately by States and, thus, are sent to ICAO for inclusion in the Regional Database. The deficiencies include air traffic services (ATS), aeronautical information services (AIS), meteorology (AIS), and communications (COM).

IATA conservatively estimates that the deficiencies cost airlines an additional USD \$30 million dollars per year in operating cost. The obstacle to overcoming deficiencies in the air navigation field is not so much technical as they are organizational and financial in nature.

2. DISCUSSION

Member airlines and IATA are working closely with ICAO and several Civil Aviation Authorities in a positive and constructive framework, to establish formal review, analysis and resolution of all deficiencies.

However, the existing deficiencies that affect the provision of air navigation services in the region and the need for States to implement programs for their elimination are a matter of urgent concern and of high priority for IATA and its member airlines.

The following are a few examples of the deficiencies that impact airline operations and are predominant in several States in the region:

Safety

- The number of large height deviations (LHD) incidents has increased considerably.
 - Poor reporting by both ATC and pilots are not reflecting actual numbers.
 - The majority LHD's in the EUR-SAM Corridor are due to "operational errors in the coordination between ATC units".
 - The most common errors are lack of revision of the cleared FL to the next ACC and lack of transmission of the estimate to the next ACC.
 - Areas highlighted are Atlántico (Brazil), SAL and DAKAR.
- Airlines continue to complain about difficulties to communicate with ATC (Ezeiza, Atlantico & Dakar). Aircraft will fly for several NMs without ATC contact.
 - JNB Oceanic is 'flight watching' aircraft until they are within VHF range of SAEZ.
 - The Argentine ANAC recently responded to IATA's concern on the HF communication problems in the Ezeiza FIR.
 - The letter stated that ANAC is taking actions to resolve the problems. Additionally, ANAC is in the process to purchase ADS-C equipment for the airspace.

Infrastructure

- There is an urgent need for the entire corridor to have ADS-C & CPDLC capabilities. Canarias FIR, Dakar Oceanic FIR and Atlántico FIR took the appropriate measures to implement by August 2009. SAL FIR has yet to implement.
- RNP4 (30/30NMs) is urgently needed to maximize airspace efficiency on north-south and east-west traffic. A strategy is urgently needed to move forward.
- Flights from US to Africa are restricted to two routes (2 entry points along the EUR-SAM corridor) which are making operations for several airlines very inefficient. Airlines are looking for additional options to maximize their flight planning.
- Several flights to Europe are flying outside the corridor in order to obtain better flight levels.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) Note the information provided.
- b) Support and encourage ongoing collaborative development of efficient route segments
- c) Ask the State's Civil Aviation Authority to implement corrective action measures
