



Western and Central African Office

Twenty-first Meeting on the improvement of Air Traffic Services over the South Atlantic (SAT/21),

Lisbon, Portugal, 8-10 June 2016.

Agenda Item 2: Follow-up on operations in the AORRA airspace

Withdrawal of ILDIR to Resolve Coordination Failures

(Presented by ATNS, RSA)

SUMMARY

This WP presents resolutions taken to resolve the safety issues related to coordination failures at ILDIR.

Reference: PRND WG/5 Report

Action by the meeting is at paragraph 3

1. Introduction

During the Coordination meeting held in (Johannesburg, South Africa, 3-5 February 2015) it was discovered that the coordination failures were attributed to the misunderstanding of the coordination around ILDIR in the AORRA airspace.

Mostly it was unclear as to whether estimates for traffic routing southbound via ILDIR from Angola should be passed to Johannesburg Oceanic or Windhoek control.

During the PRND WG 5 meeting (Dakar, 17 to 20 February 2015), a resolution was reached by the 3 States involved (Angola, Namibia and South Africa) that ILDIR and its associated routes in the AORRA region should be withdrawn and new 5 LNC waypoints be implemented.

2. Discussion

South Africa was tasked to coordinate the withdrawal of ILDIR and the implementation of three 5LNCs mandatory reporting points, two to the east of ILDIR and one to the west of ILDIR by May 2015.

The affected states were tasked to withdraw ATS routes within the AORRA airspace and in addition to amend all LOP to reflect the changes as agreed.

The following points were established:

- **GUBAG**
- **DIMIX**
- **ODOTU**

The target date of May 2015 was further reviewed to the 7th January 2016. To date South Africa has published the withdrawal of ILDIR and associated ATS routes within the AORRA.

No confirmation has been received by South Africa from the other affected states about the implementation of these recommendations.

Lessons can be drawn from the Linate Airport accident report findings. The Linate airport was operating without a functioning ground radar system at the time, despite having had a new system delivered some years beforehand. *The previous system had been decommissioned, but the replacement had not been fully installed.* The new system finally came online a few months later. Guidance signs along the taxiways were obscured or badly worn, and were later found not to meet regulations. After mistakenly turning onto the R6 taxiway that led to the runway, there were no signs by which the Cessna pilots could recognize where they were. When they stopped at a taxiway stop-marking and correctly reported its identifier (S4), the ground controller disregarded this identification because *it was not on his maps and was unknown to him.*

3. Action by the meeting

The meeting is invited to:

- a) Take note of the information in the paper
- b) Encourage the other affected States to implement the resolutions as agreed upon and forward the confirmation to South Africa as requested.

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