



**International Civil Aviation Organisation
Western and Central African Office**

Twenty First Meeting on the improvement of Air Traffic Services
over the South Atlantic (SAT21: 08-10 June 2016)

Lisbon, Portugal (06-10 June 2015)

Agenda Item 2: Air Traffic Management (ATM)

2.6: LACK OF CONTACT BY FLIGHTS OVER DAKAR OCEANIC AIRSPACE
(Presented by ASECNA)

SUMMARY

This working paper expresses some concerns related to the lack of contact on by some flights over the South Atlantic Oceanic airspace.

1. INTRODUCTION

The South Atlantic is a wide remote oceanic airspace with no possibility, for the time being of full VHF coverage. In this environment, ATCs rely on pilot position reports as means of separating traffic, this is obtained by monitoring with ADS/C-CPDLC and/or H.F. frequency contact. Lack of suitable HF or CPDLC, **mainly by light and medium aircraft in lower airspace** makes frequent the triggering of inadvertent emergency phases.

2. DISCUSSION

2-1 It should be pointed out that carrying HF or CPDLC over this large expanse of South Atlantic Oceanic airspace is still not mandatory.

2-2 In that area, a large number of traffic flying in lower airspace, mainly some light and medium planes from South America to West Africa and vice versa, loose frequently contact with ATC centres; this lead to triggering inopportune emergency phases.

2.3 At least eight relevant cases (08) are reported since the beginning of this year:

- OONFY E545 (SBRF/GVAC) on 04/01/2016,
- CCANS RJ85 (GVNP/SBSG) on 09/01/2016,
- MARS E190 (GVAC/TNCM) on 15/01/2016,
- IFA1073 LJ60 (GVAC/SBRF) on 31/01/2016,
- PRWYW FA50 (SBGL/GVNP) on 06/02/2016,
- PRGEK B737 (GVAC/SBCF) on 13/02/2016,
- CTM2011 C130 (SBFZ/GVNP) on 16/02/2016,
- S2AHH AT75 (SBSG/GVAC) on 25/02/2016,

- ECLRQ AT8T (SBRF/GVAC) on 22/04/2016
- IFA1320 CL60 (SBGR/GVNP) on 14/05/2016

2-4 That situation often generates the mobilization of significant human and material means and concerned centres cannot always afford it.

2-5 These several cases are always being reported to Senegal CAA who at each time, sent a relating letter to his counterparts mainly in Cape Verde, Spain and Brazil.

2.6 We recommend that ICAO relevant bodies think about the case of these flights and mandate carrying suitable means of communication in line with this airspace.

3. Action by the meeting

3.1 The SAT21 Meeting is invited to consider the concerns expressed in this working paper with the aim of further enhancing safety in the provision of air traffic services in the South Atlantic oceanic airspace.

3.2 The SAT21 meeting is invited to back the recommendation (2. 6) of this paper.

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