

AIAG 16 Group 1 – Summary Report

1. Areas Analyzed:

- FAJS
- FACT
- FNAN
- FQBE
- FBGR
- HAAA
- FLFI
- FYWH
- FVHF

2. Statistics:

FIR	Number of Analyzed Incidents	MAC/ ATM/ RI-VAP/ GCOL	Incidents	Event	Other
FAJS	7	3 MAC, 1RI-VAP	0	3	0
FACT	3	2 MAC	0	1	0
FNAN	4	3 MAC, 1 RI-VAP	0	0	0
FQBE	2	2 MAC	0	0	0
FBGR	2	2 MAC	0	0	0
HAAA	1	1 MAC	0	0	0
FLFI	2	1 MAC 1 ATM	0	0	0
FYWH	1	1 MAC	0	0	0
FVHF	1	1 MAC	0	0	0

3. Findings:

- Feedback 19 / 23 [None from the MAC at HAAA and the RI-VAP at FALA & 2 Events].
- Separation due to Crew intervention 11 / ATC 9 / TCAS RA 4 / IFBP 0.
- Risk High 13 / Low 8, thus HIGH Risk remains the bigger total!
- SMS – In general we noticed a marked improvement from the recent past! In two events the incidents were reported by the ATC! Unfortunately, in one of them, where the ATC admitted to have made an error and filed a report, his validation had been removed until follow-up training completed!
- Drones, a 'new' threat to aviation, with 2 events at FACT, one of which passed past the engine!
- Non-ICAO Language used in Luanda [ATC - Portuguese] and Katima [Crew - Afrikaans].
- In general, a considerable improvement in overall communications in this region.
- The use of CPDLC differing from State to State, with the crew not aware of the differences.
- Zero Crew discipline issues in 2018, where in the past it has always been reported.

4. Cause and Contributory factors:

- Procedural Non-Compliance - 13 [One by Crew]
- Human Factors 9 [Including stress & fatigue due congestion, distractions due ie cell phones and a lack in staffing levels, with one ATC having her baby with her].

- Communications 9
- ATM Operations 7
- Equipment 2 [I.e. Mozambique with ADS-B, but not implementing it!?).
- Data and Display 1 [Procedural controlling with radar display type equipment].

5. Recommendations:

- Review and modify the Methodology and the Table to coincide with the new ICAO ADREP Taxonomy.
- Cause and Contributory factors to be amended to 'Causal Factors' in both the methodology and the feedback report.
- Timely reporting and the quality of reporting in general, require urgent attention! So too the fact that for every normal type event, ideally there should be a minimum of 3 reports. One each from the traffic involved and one from the ANSP. If an issue between 2 FIR's, then reports from both required. [IFALPA & ALPA to assist with the quality of reports from the Aircrew].
- Similarly, investigations and feedback from the various departments seriously lacking quality and / or punctuality in some States reviewed. Some of the feedback was provided at the meeting, but in some where no feedback available, it seriously degrades the effectiveness of AIAG. Feedback also to be forwarded to all the mandatory / interested parties, asap.
- Investigations to completed in accordance with ICAO 4444, and where possible, to drill down to ascertain the reasons WHY the event occurred. To state 'lost situational awareness' merely states the WHAT and not the WHY. So too wrt human factors issues – please, if unsure, follow the AIAG taxonomy for guidance as well.
- ICAO Designators to be used in reporting and feedback. I.e. PLZ is FAPE.
- Staffing levels and the application of SMS in general requires urgent improvement.
- SMS - Change Management Implementation to be implemented if and when required. I.e. when moving from procedural to radar controlling.
- Procedures and Coordination wrt Civil / Military remains a huge problem and requires a resolve. Similarly so wrt Military cooperation.
- Implementation and enforcement on RPAS [Drone] Regulations require urgent attention, even in States where it has not become an issue, as yet.
- The HF / VHF with CPDLC/ADS procedures at the various States to be clarified, advertised and published into their AIP's.
- In addition, the current state of AIP Update's in general also to be reviewed.
- Airspace organization / coordination issues still present and to be reviewed where applicable.

6. Additional Comments:

- Very effective group communication and participation, thank you!