

AIAG 16 Group 3 – Summary Report

1. Areas Analyzed:

- Somalia
- Sudan
- South Sudan

2. Statistics:

FIR	Number of Analyzed Incidents	MAC/ ATM/ RI-VAP/ GCOL	Incidents	Event	Other	
HCSM	15	MAC – 12 ATM – 1		2		
HSSS	1	MAC -1				
HSSJ	2	MAC -1 RI-VAP - 1				

3. Findings:

- 1 ATM and 1 Event where HCSM ATS Intervention to prevent conflict
- 12 MAC, 1 ATM, and 1 RI-VAP where Crew Monitor ATS Freq
- 8 MAC, 1 ATM, and 1 Event where IFBP was used
- 7 MAC where TCAS TA Activated and 3 MAC TCAS RA with 1 in HSSJ, 1 HSSS and 1 in HCSM
- 9 High Risk: 1 in HSSJ, 7 in HCSM, and 1 in HSSS
- 5 Medium Risk: 4 in HCSM and 1 in HSSJ
- 2 Low Risk in HCSM

4. Cause and contributory factors:

- 13 ATM Contribution
- 4 Cockpit Contribution
- 1 Other – Drone Encounter
- ATS issued instructions In G Airspace.
- ATS Lack SA in G Airspace
- Non-compliant Procedures by HF Operator in HSSS – WX dev
- ATM – OPS Airspace Structure largest cause of concern in HCSM!
- In HSSJ, Human Factor due to busy airspace with combined APCH and TWR.
- In HSSJ, airspace issues including lack of SIDS /STARS
- Use of non-standard phraseology “sorry bro!”

5. Recommendations:

- Establish Class A Airspace and appropriate procedures in HCSM
- Investigate “Hot Spots” over HARGA, EVEBU, MOGDU, AVEDA, RAGGS
- Special Emphasis on IFBP for pilot SA and understanding that ATS is advisory only.
- ATS in HCSM needs refresher training on advisory services
- HSSJ needs to consider separating APCH and TWR ops
- HCSM needs upgrade of all comms
- Airline operators need to equip with ADS-C/CPDLC

- Both airline operators need to provide reports and HCSSM need to provide feedback. (15 events and no feedback)

6. Additional Comments:

- IFBP works but may need a Special Emphasis Bulletin for pilots and ATC