



WORKING PAPER

ASSEMBLY — 39TH SESSION

TECHNICAL COMMISSION

Agenda Item 36: Aviation safety and air navigation implementation support

SAFETY OF OPERATIONS IN AFRICA

(Presented by the International Air Transport Association, the International Federation of Air Line Pilots' Associations, the International Federation of Air Traffic Controllers' Associations, Civil Aviation Navigation Services Organisation International Federation of Air Line Pilots' Associations)

EXECUTIVE SUMMARY

The Africa Tactical Action Group (TAG) was set up after the African Regional Air Navigation (RAN) Conference in 2008. The purpose of the TAG is to promote a continuous improvement of operational safety in AFI airspace. The TAG meets on a monthly basis and reviews the Unsatisfactory Condition Reports (UCRs) and coordinates reports received by the African Regional Monitoring Agency for operations above FL 290 in Reduced Vertical Separation Minima (RVSM) airspace. In recent months the TAG have been made aware of the Total Vertical Collision Risk rising to 63.7×10^{-9} for the end of 2014, the target is 5×10^{-9} . The data for 2015 is not yet available and may show some improvement but is unlikely to have reached the target. This paper identifies some of the contributory factors and identifies the need for immediate action to be taken to rectify this unsatisfactory situation.

Action: The Assembly is invited to request that ICAO and States:

- a) identify the causal factors leading to the increase in the Total Vertical Collision Risk;
- b) develop immediate mitigation measures; and
- c) ensure remedial action is taken and maintained to reduce Total Vertical Collision Risk.

<i>Strategic Objectives:</i>	This working paper relates to the Safety Strategic Objective.
<i>Financial implications:</i>	
<i>References:</i>	

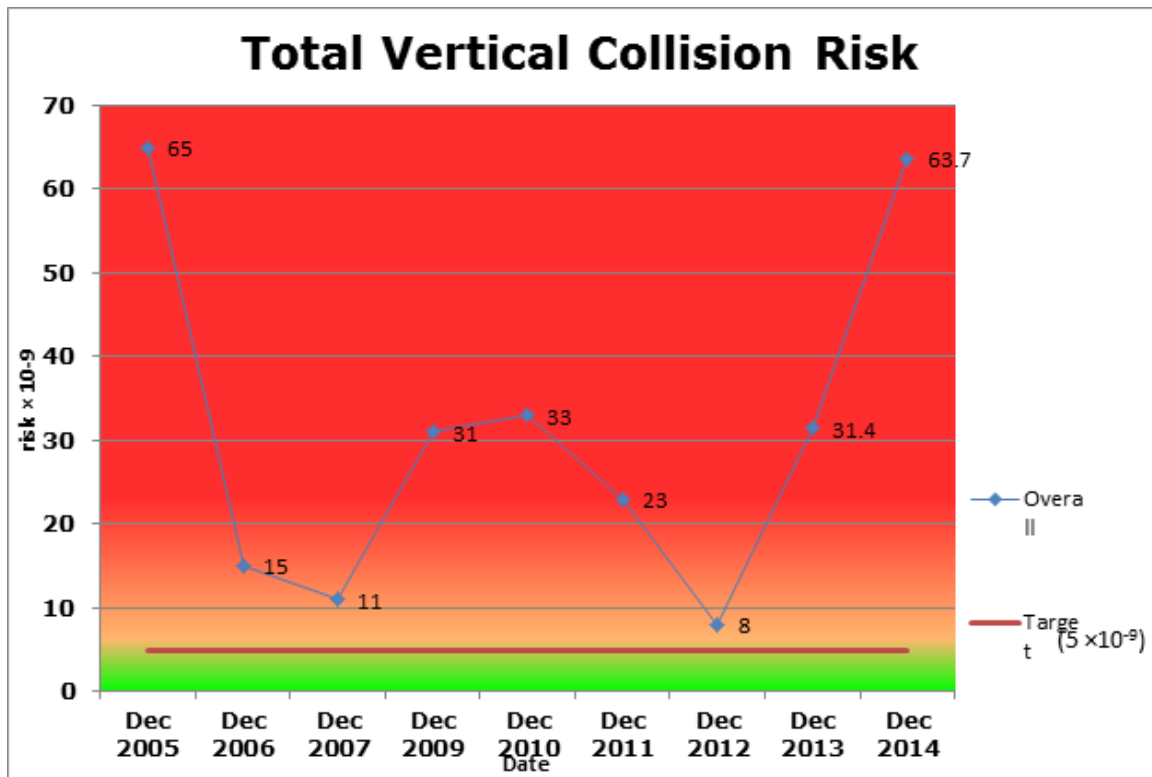
¹ English, Arabic, Chinese, French, Russian and Spanish versions provided by IFALPA.

1. INTRODUCTION

1.1 When introducing Reduced Vertical Separation Minima (RVSM) in Africa, the African Regional Air Navigation Conference in 2008 established the formation of a Project Management Team which became the Africa Tactical Action Group (TAG). The TAG meets monthly and reviews the Unsatisfactory Condition Reports (UCRs) and coordinates with the African Regional Monitoring Agency on operations in RVSM airspace i.e. FL290.

1.2 The TAG membership includes State representatives, ICAO, IATA, IFALPA, IFATCA and CANSO. Feedback from the UCRs is encouraged and this has led in the past to several improvements in safety. The reporting is crucial to this operation and although, at present, the reports raise some concerning information, the Region should be commended for receiving these reports.

2. DISCUSSION



2.1 The graphic above depicts the concern industry has with operations in Africa. There appear to be many factors that have contributed to this dramatic increase in risk. These include aircraft being cleared to the incorrect flight level; incorrect flight level crossings; and incorrect separation at intersections not being applied.

2.2 There are already 24 AIRPROX reports for 2016, with 50 being reported for 2015. The newer data indicates that the vertical collision risk continues to be an area of concern from a systemic point of view.

2.3 Several factors are raised month after month affecting coordination between FIRs, ATC procedures and communications.

2.4 These reports have included:

- a) aircraft being instructed by ATC to fly at the incorrect level (Odd Flight Levels instead of Even Flight Levels, or vice-versa)
- b) clearances for opposite direction flights at the same level;
- c) FIR boundary estimates not being passed, or passed with the incorrect level.
- d) FIR boundary estimates being passed to the wrong FIR
- e) Coordination not being achieved between adjacent ATC units
- f) Communication failures without any contingency measures
- g) non RVSM approved aircraft being allowed into RVSM airspace.

3. CONCLUSION

3.1 The increase in risk in operating in Africa needs to be addressed. Although the data for 2015 is not yet available it is highly unlikely to improve to near the required target of 5×10^{-9} .

3.2 Remedial actions need to be taken now and then maintained to ensure the safety of operations can be assured. These actions should include support of the ATS Competence Study (ATSCG) project and address the provision of ATC recurrence training which is lacking in some States.

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