



International Civil Aviation Organization
Eastern and Southern African Office

**Thirteenth Meeting of the Air Traffic Management/Aeronautical
Information Management/Search and Rescue Sub-Group
(ATM/AIM/SAR SG/13)
(Nairobi, Kenya, 16 - 19 September 2013)**

Agenda Item 13: Review of Air Navigation Deficiencies in the ATM, AIM and SAR fields

OUTCOME OF AIR TRAFFIC MANAGEMENT COORDINATION MEETINGS

(Presented by the Secretariat)

SUMMARY

This working paper provides a summary of the outcome of three Air Traffic Management Coordination meetings undertaken by the ESAF Regional Office to address challenges impacting on the effective coordination of air traffic between States/FIRs in the eastern and southern African Region. It also provides agreed follow-up action by the States/ANSPs concerned in order to address safety concerns requiring immediate attention as highlighted in the meetings.

Action by the meeting is at **paragraph 3**.

REFERENCES

ATM/CM-CEAF Report
ATM/CM-SAF Report
ATM/CM-EAF Report
ATM/CM DKKF Report

This Working Paper is related to Strategic Objectives: **A & C**

1. INTRODUCTION

1.1 The Air Traffic Management Coordination Meeting between Central and Eastern AFI Flight Information Regions (ATM/CM-CEAF) was convened in Nairobi, Kenya from 21 – 24 August 2012, as a result of a side-meeting which took place between States within the Kinshasa and adjacent flight information regions (FIRs) that was held during the APIRG/18 Meeting in Kampala, Uganda, at which the States agreed on convening an air traffic management coordination meeting under the aegis of ICAO to address air traffic management coordination and related safety issues between the FIRs.

1.2 The Air Traffic Management Coordination Meeting for the Southern AFI Flight Information Regions (ATM/CM-SAF) was held in Ezulwini, Swaziland from 17 to 19 June 2013. The objective of the meeting was to address air traffic coordination and related safety and efficiency issues between adjacent airspaces in which various States are responsible for the provision of air navigation services. The meeting focused on the FIRs that are located in the Southern part of the AFI Region (Gaborone, Beira, Dar es Salaam, Harare, Johannesburg, Lilongwe, Luanda, Lusaka, Windhoek), as well as States within these FIRs.

1.3 The Special Air Traffic Management Coordination Meeting for Dar es Salaam, Kigali and Kinshasa Flight Information Regions (SP ATM/CM-DKKF) was convened in Nairobi, Kenya, from 26 to 27 June 2013, as a follow-up to the ATM/CM-CEAF meeting. It had for objective to address various safety and efficiency issues, including traffic coordination challenges between Dar es Salaam, Kigali and Kinshasa FIRs.

1.4 The Air Traffic Management Coordination Meeting for the Eastern AFI Flight Information Regions (ATM/CM-EAF) was held in Mahe, Seychelles, from 15 to 17 July 2013, the objective of which was to address air traffic coordination and related safety and efficiency issues between the adjacent airspaces of Comoros, Kenya, Madagascar, Mauritius, Mozambique, Reunion, Seychelles, Somalia, South Africa and Tanzania.

2. DISCUSSION

ATM/CM-CEAF Meeting outcome

2.1 The ATM/CM-CEAF was convened in August 2012 on request by States during the APIRG/18 Meeting to convene an air traffic management coordination meeting, under the aegis of ICAO, in order to address coordination and related safety issues between the Kinshasa FIR and adjacent FIRs. Subsequently, the East African Community (EAC) Partner States also communicated their desire for an air traffic management coordination meeting involving the Partner States and States responsible for the provision of air traffic services in the Kinshasa and Khartoum FIRs.

2.2 The meeting was apprised on coordination challenges facing the States/ANSPs, such as traffic coordination between Air Traffic Services (ATS) units within a Flight Information Region, and between ATS units in adjacent FIRs. Information was provided on established air navigation service facilities within the States', including mechanisms that have been put in place for sustainable coordination, and for the review and update of Letters of Procedures/Agreements (LOAs/LOPs) between adjacent FIRs.

2.3 The meeting noted that lack of two-way communication (VHF, HF, and ATS-DS) and adequate staff were the main causal factors for the lack of effective coordination between the ATS units concerned. The situation of outdated Letters of Procedures/Agreements (LOPs/LOAs) between States/ANSPs was also regarded as a major contributing factor affecting proper coordination of air traffic. Details regarding follow-up action by the States are at **Appendix A** to this working paper.

ATM/CM-SAF Meeting Outcome

2.4 The meeting highlighted that air traffic coordination remained an area of concern that required urgent attention by appropriate flight information regions (FIRs). It was acknowledged that although there were various initiatives between States to improve air

traffic management coordination, there was still a lot to be done. The meeting noted that, amongst others, air traffic controller competence appeared to be among the key issues that required to be addressed as a matter of priority. The meeting noted that greater emphasis would be placed on inter-system data transfers (silent handovers) as the deployment of automation systems increases and it was agreed that there were possible areas of collaboration between adjacent States, particularly in enhancing Air Traffic Services Direct Speech (ATS/DS) between ATS units. Details on the outcome of the meeting in the form of follow-up action by States are at **Appendix B** and **Appendix C** to this working paper.

ATM/CM-EAF Meeting Outcome

2.5 In introducing the agenda item, the meeting acknowledged that the Eastern AFI FIRs were experiencing relatively less reported Unsatisfactory Condition Reports (UCRs), as compared with other parts of the AFI Region. It was again noted that controller competence appeared to be among the key issues that needed to be addressed as a matter of priority.

2.6 The meeting emphasized the importance of exchange visits by air traffic controllers to each other's area control centres (ACCs). It was acknowledged that such visits could improve their appreciation of operational environments of adjacent ACCs and operational relationship between controllers, and help towards the identification of operational impediments, as well as finding the solutions thereto. However, there was no need for complacency. Notwithstanding, the issues of airspace capacity and operational efficiency required the continuing attention of the ATS authorities. The ATM/CM EAF recorded the outcome of its deliberations in the form of action items for follow-up and implementation by States as at **Appendix D** and **Appendix E** to this working paper.

ATM/CM DKKF Meeting Outcome

2.7 This special meeting was a follow-up to the Air Traffic Management Coordination Meeting for Central and Eastern AFI FIRs (ATM/CM-CEAF) which was convened in Nairobi from 21 to 24 August 2012, following a request made by the States for ICAO to facilitate a meeting in order to address significant safety issues relating to communication and coordination of air traffic between Dar es Salaam, Kigali and Kinshasa FIRs. The meeting recalled that some progress had been achieved to resolve the challenges. However, many of the key issues have remained unresolved including non-implementation of solutions which were agreed to during the ATM/CM-CEAF meeting.

2.8 The meeting identified the need to identify long lasting solutions to provide for an environment that was conducive to the safe and efficient conduct of air traffic services in the Dar es Salaam, Kigali and Kinshasa FIRs. The meeting also noted that some of the critical issues impacting on the safe and effective coordination procedures between the FIRs had been outstanding for many years. The States were urged to consider the solutions provided during the discussions and take immediate action in order to resolve the deficiencies. The outcome of discussions related to this meeting, including follow-up actions by the concerned parties is reflected in **Appendix F** to this working paper.

2.3 **ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note the information provided in this working paper; and
- b) urge concerned States to take appropriate follow- up action to address the deficiencies discussed in this working paper as a matter of priority.
