

INTERNATIONAL CIVIL AVIATION ORGANIZATION

**Ninth Informal Meeting for the Improvement of Air Traffic Services
over the South Atlantic (SAT/9 Meeting)**

(Lima, Peru 6 to 10 November 2000)

Agenda Item 5: Communications

(Presented South Africa)

Summary

Due to poor communication facilities and a proliferation of air-to-air frequencies, safety is being compromised and service to aviation is being hampered.

1. Introduction

According to unconfirmed reports, ICAO may wish to postpone the implementation of 10 minute longitudinal separation within the AFI region and in particular within the area where the IATA in flight broadcast procedure is implemented. The concern prompting this step, appears to be the lack of or poor communication within the region. This poor service provision, is also exacerbated by the apparent confusion as to which frequencies should be used as TIBA frequencies, created by ICAO itself.

2. General.

2.1 Annex II reflects the fact that TIBA should only be introduced when necessary and then as a temporary measure only. It further allows each state to promulgate VHF RTF frequencies for its airspace, except when more than one State is involved. The procedure would then be designated on the basis of regional air navigational agreements and promulgated in Doc 7030. This has been duly done for the AFI region, in which the frequency 128.950Mhz has been approved, for use as the air to air channel. Likewise frequency 130.550Mhz has been approved as the air to air channel in the SAM region.

A third party is also involved, in the form of IATA, which advocates the use of its IFBP procedure, which it suggests should override the ICAO procedure, as published in Annex II Attachment C, particularly with a defined area in the AFI region.

According to the report of the Seven Africa Indian Ocean Regional Air Navigation Meeting – Abuja 12 – 23 may 1997, item 9.7 Interpilot air to air communications – the meeting was informed that Amendment 63 to Annex 10, which was adopted by Council on 13 December 1982, contained a provision for the designation of an air to air VHF communication channel. The designation of this VHF channel is intended to enable aircraft engaged in flights over remote and oceanic areas to exchange necessary operational information. Recommendation 9/13 of this meeting noted that ICAO designate a common frequency for the air-to-air channel and ICAO proposed frequency 123.450Mhz as the preferred option.

To add a further complication to this problem, the SAT 7 conclusion 2/3 reflects that IATA be invited to consider promulgating the IFBP procedure within routing area AR2 due to the unreliable communication within the area.

3. The Meeting is invited to note that:

- a) The proliferation of frequencies promulgated by different sources, will add to the confusion and reduce safety accordingly.
- b) The lack of communication or quality thereof is the prime motivator in delaying the implementation of separation procedures, which will be of benefit to the aviation industry over the AFI/SAM region and within AR2.
- c) The lack of communication will also influence the implementation of CNS/ATM procedures within the same area, thereby again reducing the benefit to aviation.

4. Actions required

- a) That the meeting request ICAO to resolve the issue of a common air-to-air channel as soon as possible, in order to improve safety in areas affected by poor or no communication.
- b) That ICAO intensifies its efforts to persuade regions where there are poor or no communications to improve the situation, in order to benefit from improved procedures.

