



ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

Twenty-Fifth Meeting of the AFI Planning and Implementation Regional Group (APIRG/25)

7 - 11 November 2022

Agenda Item 3: Implementation of air navigation goals, targets and indicators, including the priorities set in the regional air navigation plan

3.6 Other Air Navigation Initiatives

AFI Aeronautical Mobile Communication Survey

(Presented by IATA)

SUMMARY	
This paper outlines the findings of AFI Aeronautical Mobile Communication Survey that was carried out between 2007 as mandated by APIRG/16 to date. It goes on to suggest improvements that can be implemented for the continuity of the programme in a more effective way for ensuring the survey addresses the initial objective and intent of the APIRG/16 Conclusion 16/20 and Decision 16/19.	
Action by the Meeting	
Action by the meeting is as per paragraph 3 of this paper.	
<i>Strategic Objectives</i>	A – Safety B – Air Navigation Capacity and Efficiency

1 INTRODUCTION

- 1.1 In 2007, APIRG/16 mandates IATA to carry out periodic Aeronautical Mobile Communications (AMC) survey every 18 months, which has been carried out faithfully over more than a decade (15 years). IATA has reviewed this process and has determined that there is a need to embrace a different method.
- 1.2 IATA has facilitated the AFI Aeronautical Mobile Communications (AMC) survey with the support of member airlines, ICAO Regional Offices and States every 18 months as per APIRG Decision 16/19 and Conclusion 16/20.
- 1.3 The purpose of the AMC survey is to ascertain that VHF/HF frequencies in the AFI region are “free of harmful interference”, determine the level of VHF/HF quality and coverage; to identify deficiencies and undertake corrective action plans.
- 1.4 The AMC survey was expanded to include coverage and effectiveness of Controller/Pilot Communication Datalink Communication (CPDLC) implementation in the region.

- 1.5 The AMC Survey results have identified deficiencies and areas of improvement throughout the AFI region since 2008, which has resulted to the overall quality performance of air-ground communication in some States. These improvements have been documented in IATA and member airlines reports and shared in subsequent APIRG meetings.

2 DISCUSSION

- 2.1 Airlines flight crews have carried out the survey data collection since 2008 and this has crews “survey fatigue”.
- 2.2 Other times there has been little or no improvement coming from the survey which has seen the level of data collection for the past years diminishing significantly.
- 2.3 While crew participation may have diminished, the participation of States in the AMC Survey has all but ceased with only one State having submitted data for the currently ongoing Survey.
- 2.4 AMC Survey is therefore no longer effective and fit for purpose, as both the flight crew and air traffic controllers are no longer providing sufficient data for inferential statistical analysis.
- 2.5 The challenge of VHF interference, the original reason for the survey, has also since been mitigated with the implementation of the ICAO Frequency Finder Tool minimizing the likelihood of VHF interference.

3 ACTION BY THE MEETING

- 3.1 The meeting is invited to take note of the content of this working paper and:
 - a. Conclude that the current AMC Survey as mandated by APIRG 16 Conclusion 16/20 and Decision 16/19 is no longer fit for purpose;
 - b. Urge States to provide Service and Technical availability information/data/reports on a periodical basis to ICAO Regional Offices as accredited to determine deficiencies to the coverage and quality of aeronautical mobile communication and, to identify harmful interference.
 - c. Task the IIM/SG to review the need for, process and method of collecting as well as analyzing aeronautical mobile communications data in the AFI region based on existing methods currently available e.g. UCR/ASR reports; AANND and State Service and Technical Reports (State/ANSPs Technical/Engineering departments).