INTERNATIONAL CIVIL AVIATION ORGANIZATION
EASTERN AND SOUTHERN AFRICAN OFFICE

AIR TRAFFIC MANAGEMENT COORDINATION MEETING FOR SOUTHERN AFI FLIGHT
INFORMATION REGIONS (ATM/CM-SAF)
(JOHANNESBURG, SOUTH AFRICA, 3-5 FEBRUARY 2015)

Agenda Item 3: Coordination Failures Between South Africa and Adjacent FIR's

(Presented by South Africa)

Summary

This WP paper is intended to briefly discuss the ongoing occurrences of ATM co-ordination failures between South African and adjacent FIR's that are impacting aviation safety and find practical remedial solutions that should be implemented as a matter of urgency. Those remedial solutions which are agreed to should be carried through into the LOP's which will be amended during the course of the meeting and signed into force.

Ref: ATNS Xtrax database and TAG database

Action is at paragraph 3.

1. **INTRODUCTION**

1.1 The persisting occurrence of ATM coordination failures between FIRs/ACC's is an avoidable hazard which is impacting aviation safety. These safety events have been identified ARMA, TAG and South Africa. A number of meetings have been held where the matter has been addressed and FIR's/ACC's have been tasked to find solutions and implement. These unsatisfactory events are not isolated to any band of levels however to most ATM co-ordination scenarios.

1.2 A concerted effort by all concerned is urgently sought in order to find practical solutions and eliminate ATM co-ordination failures. Possible solutions should be sought from all available means.

1.3 It should be mentioned that South Africa has engaged with Botswana, Mozambique and Namibia outside of official meetings to address the problems of ATM coordination failures and would like to extend this to all other adjacent FIR's.

2.   DISCUSSION

2.1   It is not the intention of this working paper to apportion blame on any adjacent FIR as ATM coordination failures are in essence a mutual problem which requires both parties to find solutions too. The statistics presented in graph 1 are therefore to illustrate that the problem still exists and with which adjacent FIR.

2014 – 2015
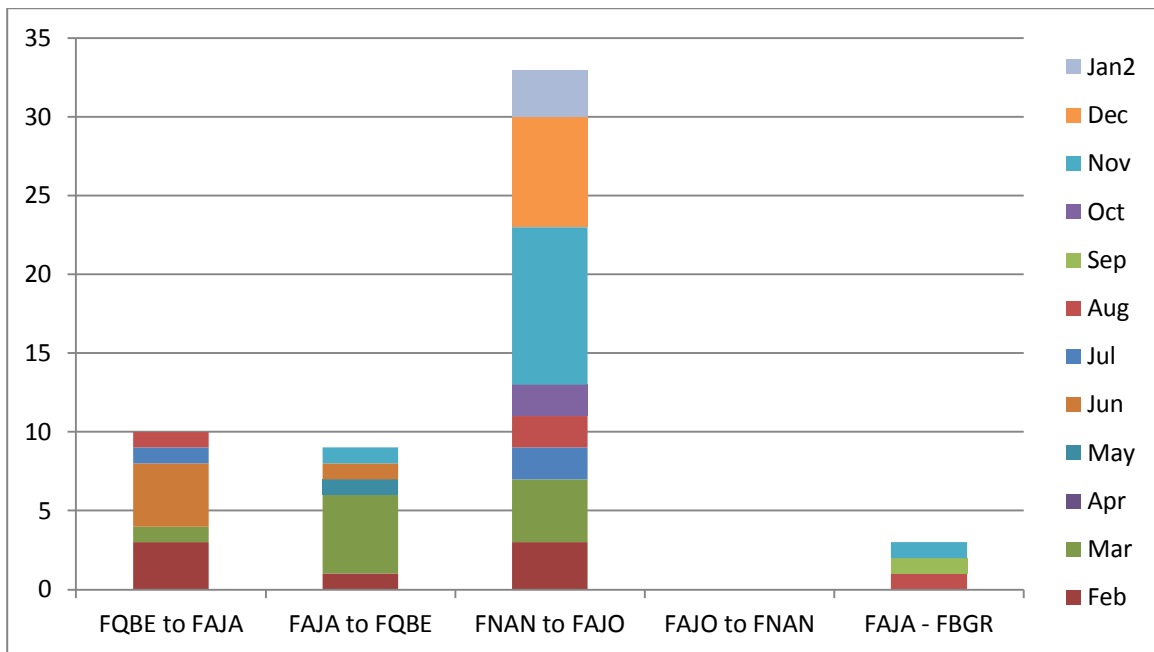
Graph 1

2.2   During the analysis of the various safety events the following becomes evident:

   a.   Incorrect estimates passed for reporting points resulting in aircraft arriving early or later than anticipated at the reporting point seriously affecting standard separation. This is true for all adjacent FIR's

   b.   No estimates passed at all with aircraft reporting on frequency uncoordinated. This scenario is particularly prevalent in and around the position ILDIR. Solutions are urgently required.

   c.   Incorrect semi-circular rule both coordinated and uncoordinated

   d.   An Incorrect flight level coordination that results in the aircraft reporting at a waypoint at another level. This results in controllers managing a flight at an imaginary flight level.

   e.   In most cases it appears that the ATSA (assistant) is involved in the actual co-ordination event or lack thereof without possibly fully understanding the consequences.

2.3   The meeting, as an initial point of departure, is requested to discuss the hazard at and around ILDIR in detail in order to reach consensus on how to address this specific hazard. It is possible that the solution that is agreed to could be implemented with minor amendments to all other adjacent FIR's resulting in LOP's being accordingly amended.

2.4   Given the current ATM coordination failures taking place between adjacent ACC's using (point to point communication) the meeting will need to look at all alternative methods to improve the situation. This should include, where applicable short and long term solutions.

2.5   During the break away sessions each adjacent FIR should be provided the opportunity to sketch the unique situation influencing the safety events and in so doing mutually agree on a workable solution which will be documented in the LOP.

3.   ACTION BY THE MEETING

3.1   The meeting is invited to:

      a.   note and review the contents of this working paper;

      b.   discuss within the meeting and during the break away sessions ways of eliminating ATM co-ordination   failures with inclusion of the procedure into each applicable LOP if the current method is not reliable

      c.   discuss ways of creating awareness within all ACC's of the consequences of failed ATM coordination   failures.

END