



**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 in the SAF Region

(Presented by ARMA)

Summary

This WP paper presents the contributory negative effects that are impacting RVSM risk due to co-ordination failures between ACC's in the SAF Region

Ref: TAG database

Action is at paragraph 3.

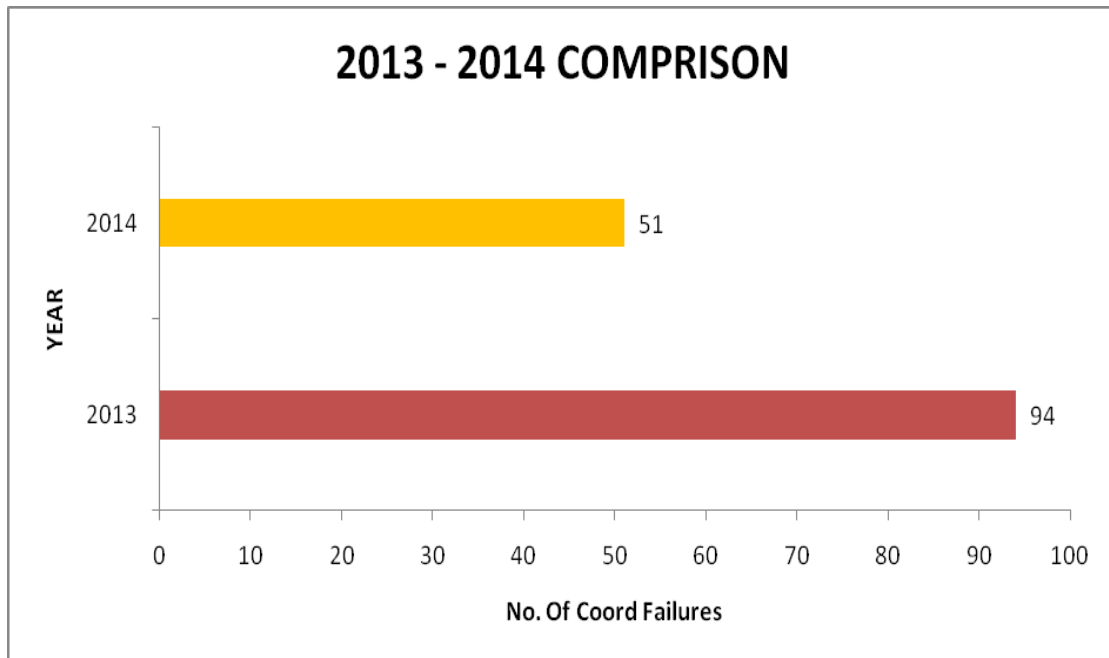
1. INTRODUCTION

- 1.1 The continued occurrences of coordination failures are creating hazards to RVSM safety. These events have been identified by both ARMA and TAG and have been presented at various meetings for States/FIR's to resolve. It is true that these unsatisfactory events are not isolated to the RVSM stratum however to those levels below as well.
- 1.2 Due to the above mentioned the TAG database is being populated with all events that are registered as UCR's for remedial action.
- 1.3 A concerted effort by all concerned is urgently sought in order to find solutions and eliminate co-ordination failures. The solution might be found technically, procedurally or in the human interface.
- 1.4 It should be mentioned, certain States/ACC's are already in discussions with each other in order to find practical solutions.
- 1.5 It is not the intention of this working paper to provide the statistics associated with co-ordination failures per FIR as this has been well highlighted in the past leaving the remedial actions to now be discussed and implemented by the States/FIR's/ACC's.

2. DISCUSSION

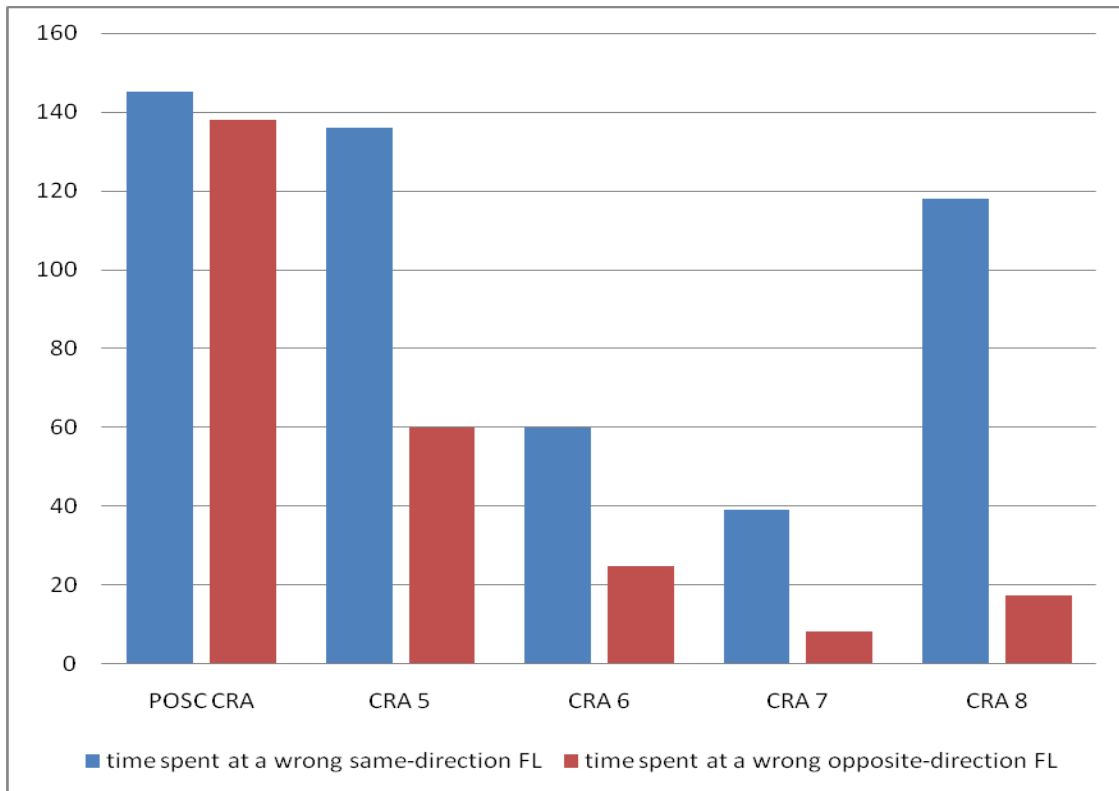
- 2.1 Coordination failures are being worked into the Collision Risk Assessment where they have resulted in flight at the incorrect flight levels.

- 2.2 During analysis of the various events the following has been identified:
- Incorrect estimates passed for reporting points resulting in aircraft arriving early or later than anticipated at the reporting point seriously affecting standard separation.
 - No estimates passed at all with aircraft reporting on frequency uncoordinated (The latest has been an intrusion of approximately 200NM into an FIR before the ATSU became aware of the flight)
 - Incorrect FLAS both coordinated and uncoordinated
 - Incorrect flight level coordinated with aircraft reporting at a waypoint at another level. This results in controllers managing a flight at the incorrect flight level.
- 2.3 The meeting should discuss this hazard in detail in order to reach consensus on how to address the problem with immediate effect and amend LOP's accordingly.
- 2.4 Given the current coordination failure rate that is taking place between ACC to ACC (point to point communication) the meeting will need to look at all alternative methods to improve the situation which might even see the requirement being passed on to the flight deck however this should be the absolute last resort.
- 2.5 The ARMA/TAG are processing all coordination failure events and dispatching to States/ACC's for explanation, and remedial action however not all States/ACC's are responding.
- 2.6 Graph 1 below provides some insight into the success that has been achieved by highlighting coordination failures. There is an observed reduction. The numbers should be treated with caution due to possible under reporting and are therefore deemed to be conservative.



Graph 1

- 2.7 Graph 2 below provides some insight into the co ordination failures in AFI during 2013 and the effect that this has on flight at the incorrect flight level.



Graph 2

2.8 Flight at the incorrect flight level has contributed to the increase in RVSM risk well above the Target Level of Safety.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

3.1.1 note and review the contents of this working paper;

3.1.2 discuss within the meeting ways of eliminating co-ordination failures with possible inclusion into LOP's if the current method is not reliable

3.1.3 discuss ways of creating awareness within ACC's of the dire consequences of failed coordination possibly by Circular or Safety poster.

END