

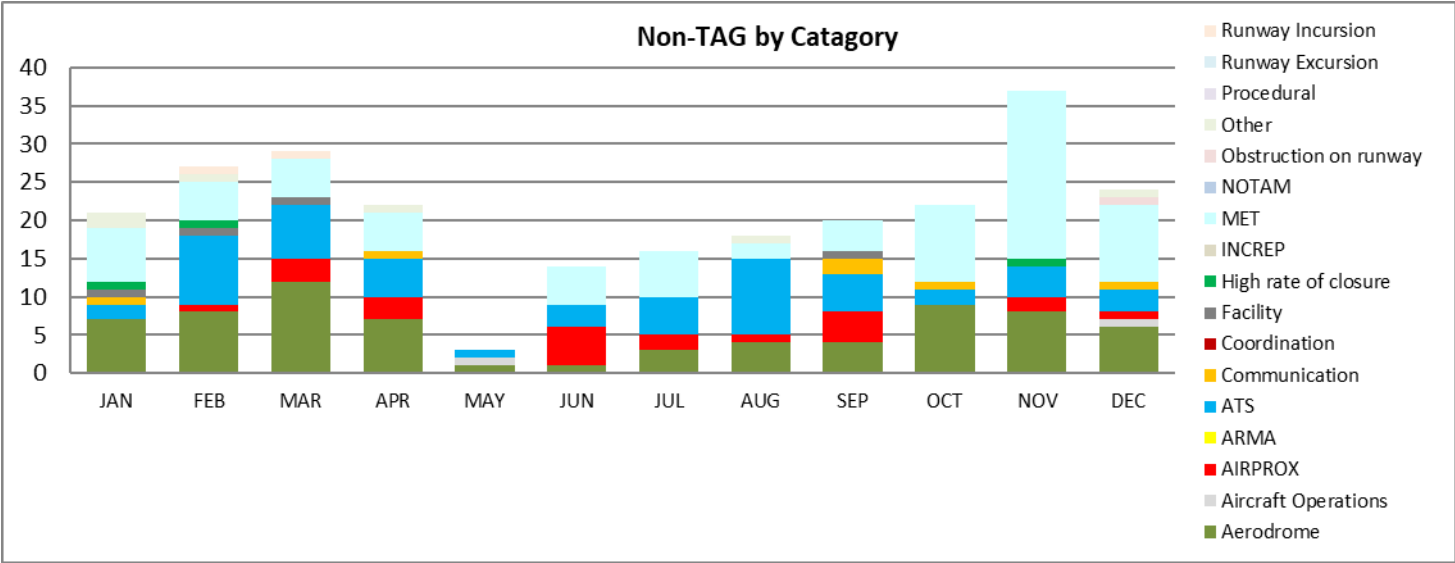
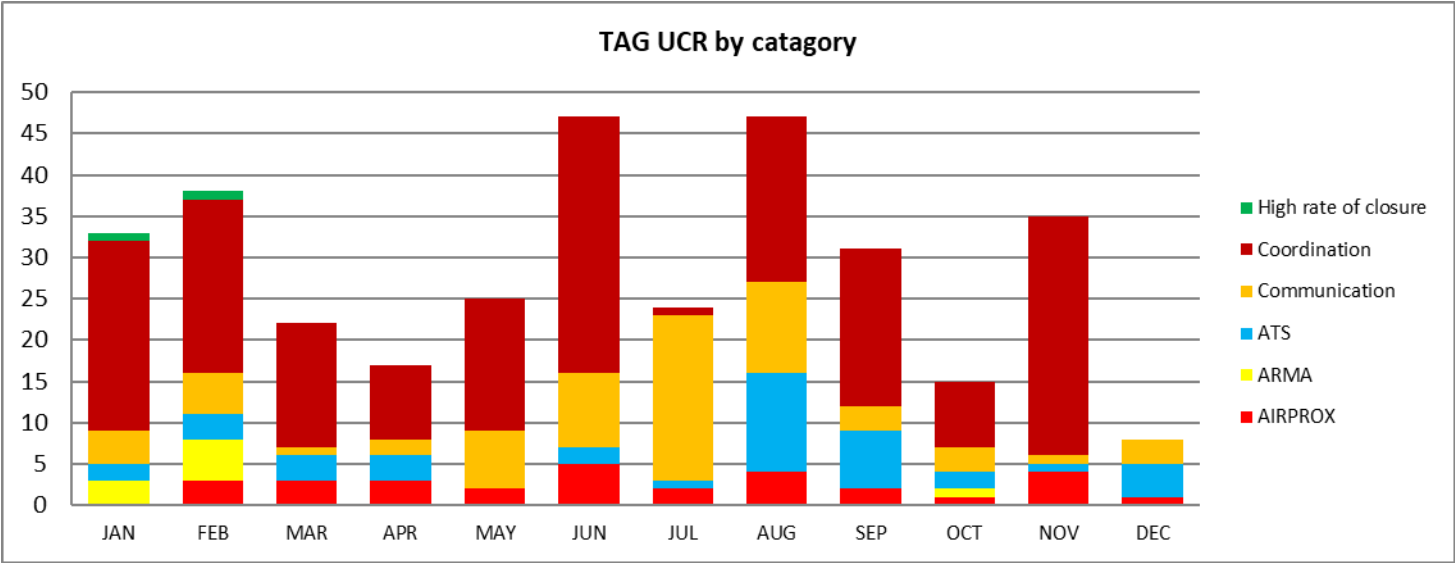
Special ATM Coordination Meeting – East Africa

Nairobi

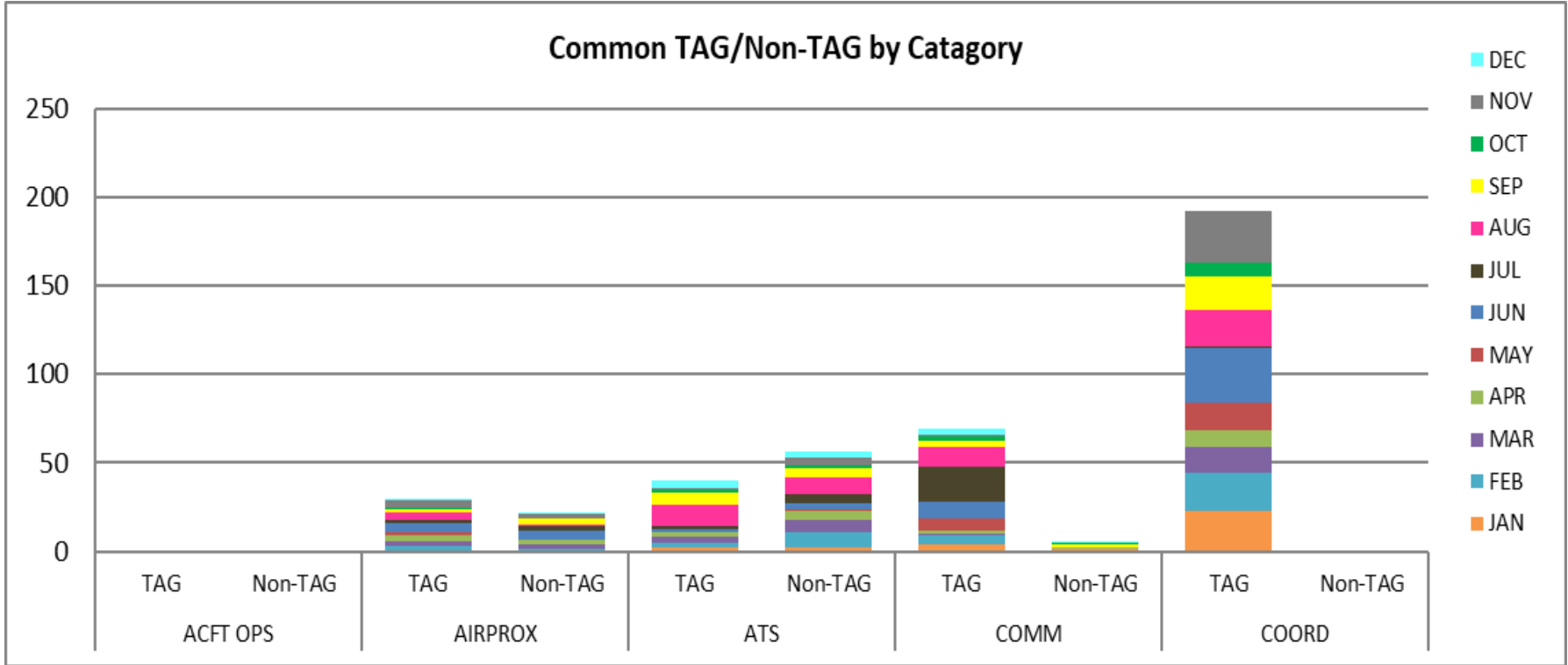
20-21 August 2019



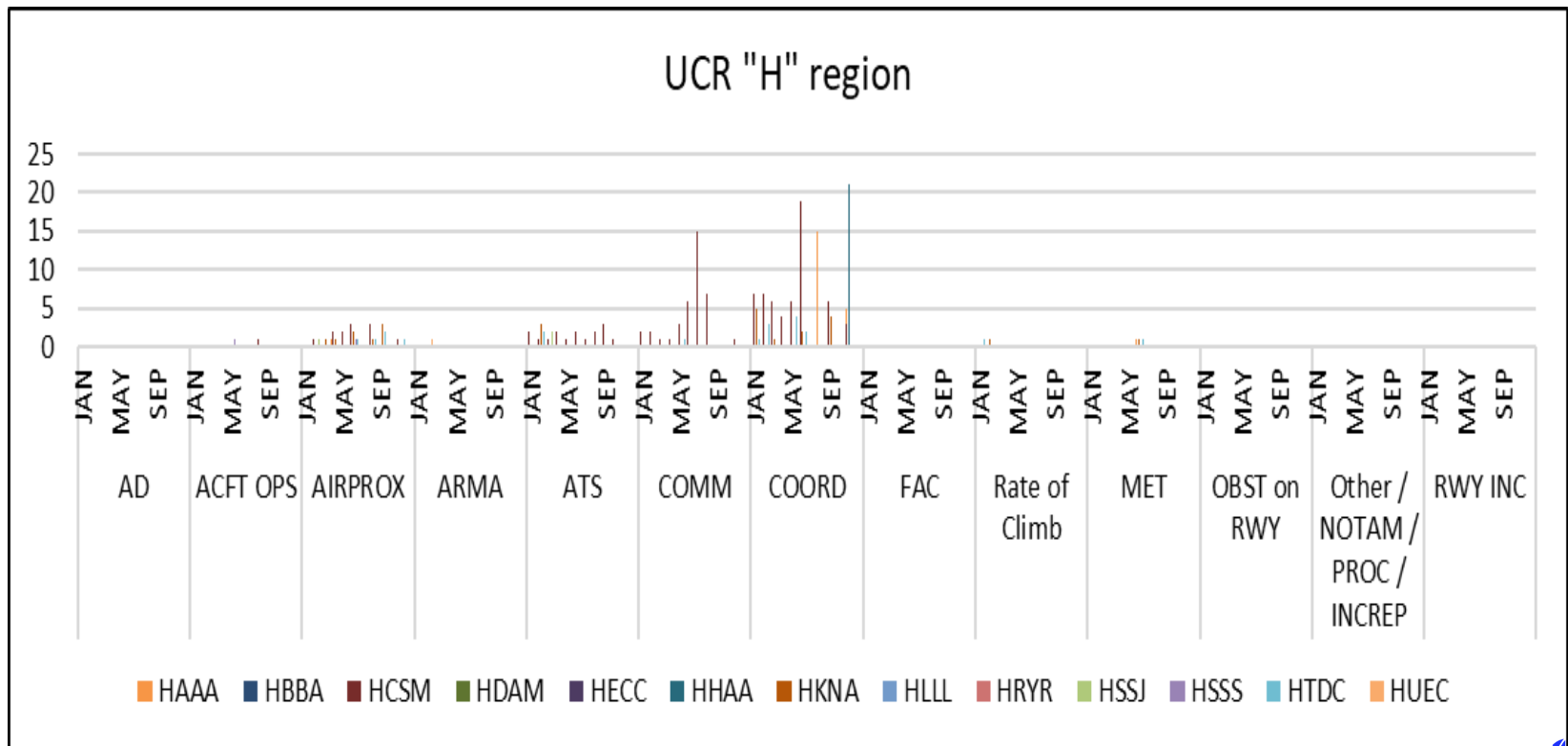
2018 UCR - AFI



2018 UCR - AFI

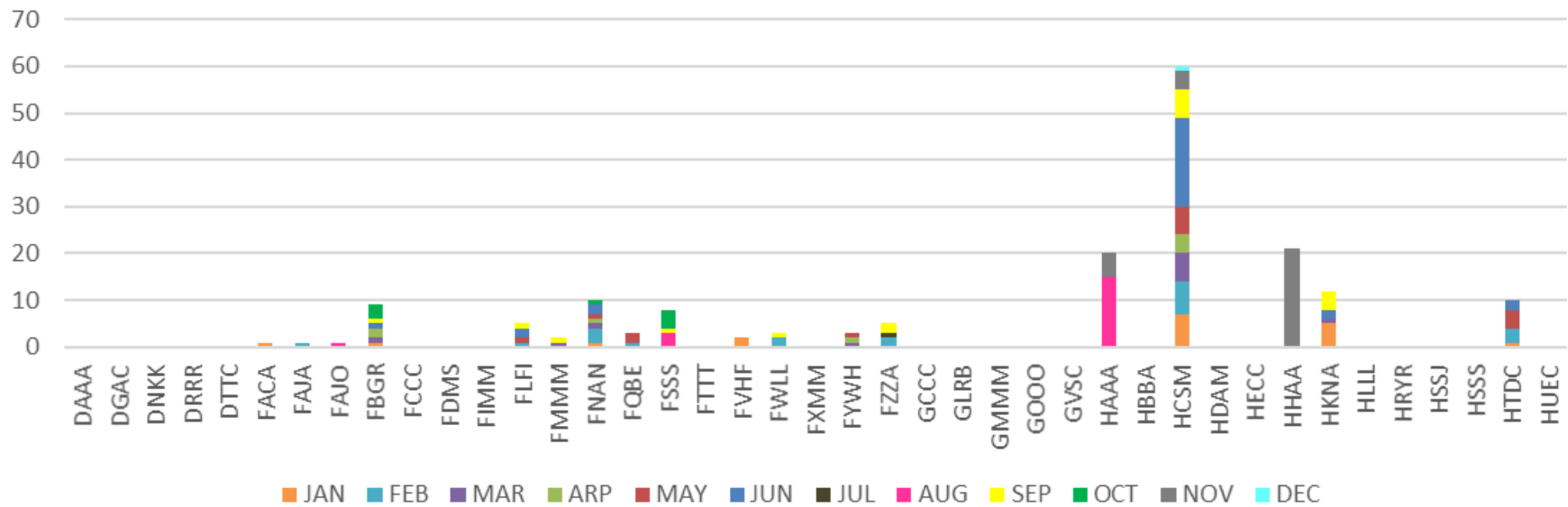


2018 UCR – H Region

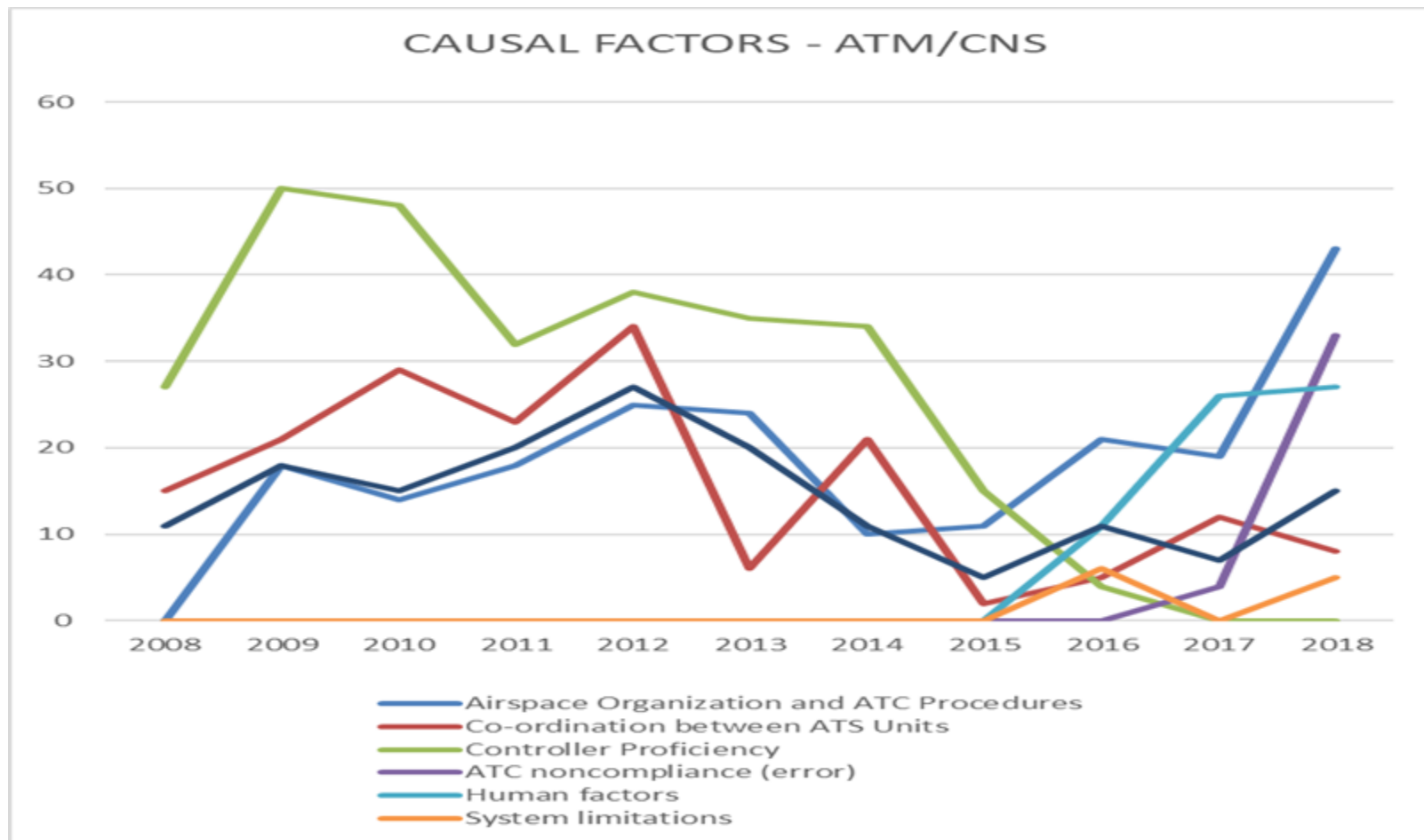


2018 UCR - AFI

2018 Total Coordination per State

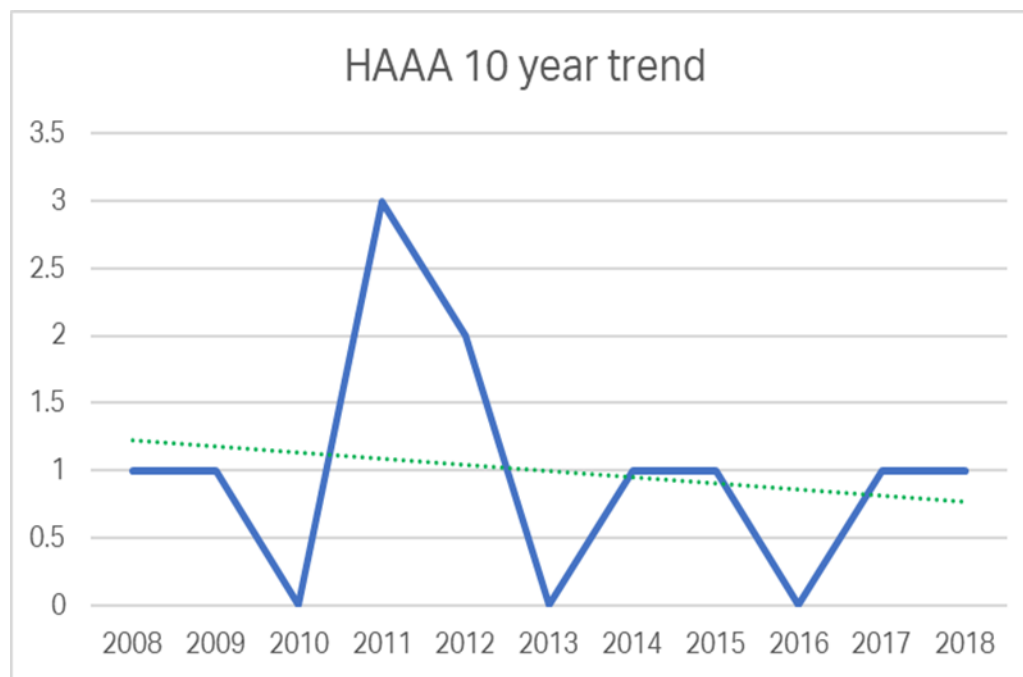


AIAG Causal Factor trends



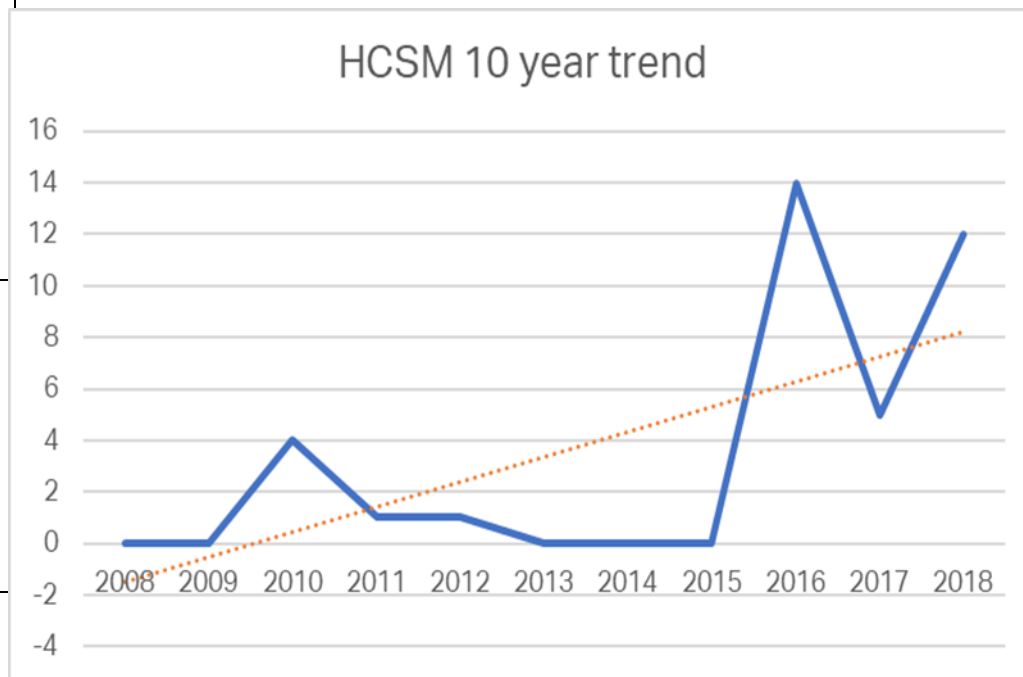
AIAG16 Addis Ababa

Nr of ASR Analysed	1
Feedback Rate	0%
AIAG Classification	MAC/ RI-VAP 1
Causal Factors	<ul style="list-style-type: none">• Communication• ATM Operations• Procedural Non-Compliance
Recommendations	<ul style="list-style-type: none">• Review ATM procedures• Improve Civil/Military Coordination



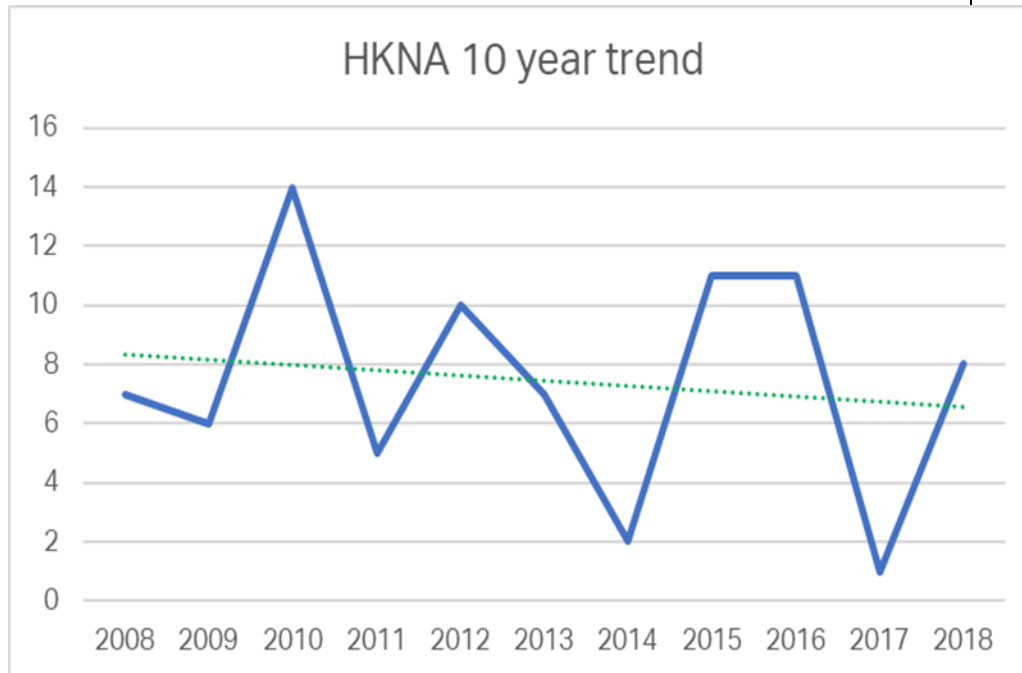
Mogadishu

Nr of ASR Analysed	15
Feedback Rate	0%
AIAG Classification	MAC/ RI-VAP 11 ATM 1 EVENT 3
Causal Factors	<ul style="list-style-type: none"> • RPAS is conflict with Civil Aircraft • ATM Operations <ul style="list-style-type: none"> - Airspace structure • Procedural noncompliance • Coordination • Communication • Hotspots identified <ul style="list-style-type: none"> - HARGA - EVEBU - AVEDA
Recommendations	<ul style="list-style-type: none"> • Improve ATM situational awareness • Airspace redesign is needed to address (deconflict) hotspots EVEBU, HARGA and AVEDA • Airspace reclassification to Class A • mandate the use of IFBP & SLOP • Implementation of CPDLC • RPAS regulation and enforcement • Improve civil/military coordination

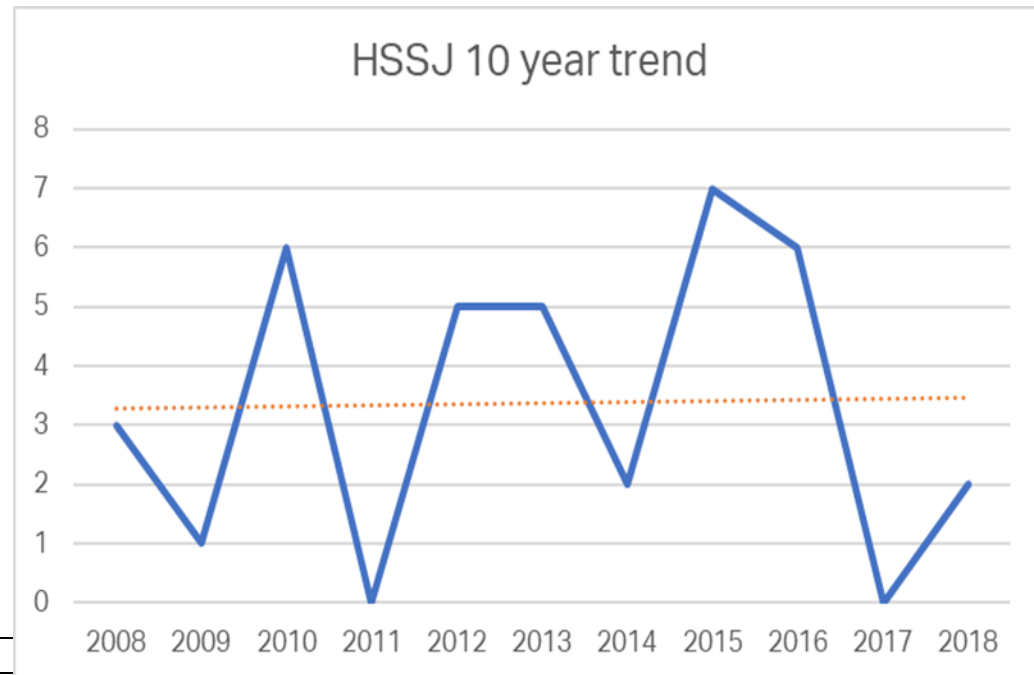


Nairobi

Nr of ASRAnalysed	8
Feedback Rate	38%
AIAG Classification	MAC / RI-VAP 8
Causal Factors	<ul style="list-style-type: none"> • procedure noncompliance • coordination • human factors <ul style="list-style-type: none"> - situational awareness • equipment • lack of aeronautical information
Recommendations	<ul style="list-style-type: none"> • Review airspace to address (deconflict) hotspots at FIR converging points • Review and update ATM procedures <ul style="list-style-type: none"> - Altitude deconfliction for opposite direction operations - CDO procedures • Establish guidelines for this specific type of operation <ul style="list-style-type: none"> - require ATC to provide guidance and inform pilots of situation, no ICAO procedure, ICAO lacks specific guidance on this type of operation



Khartoum South Sector



Nr of ASR Analysed	2
Feedback Rate	0%
AIAG Classification	MAC / RI-VAP 2
Causal Factors	<ul style="list-style-type: none"> • Procedural Noncompliance • ATM operation <ul style="list-style-type: none"> - Airspace congestion • Human Factors <ul style="list-style-type: none"> - Workload - Situational awareness • Airspace Structure • Communication <ul style="list-style-type: none"> - Frequency congestion
Recommendations	<ul style="list-style-type: none"> • Separate Tower and Approach Frequencies • Review manpower planning • Review airspace structure <ul style="list-style-type: none"> - Develop and implement SID and STAR procedures

Thank you

