ORGANISATION DE L'AVIATION CIVILE INTERNATIONALE

**DIX-HUITIÈME RÉUNION DU GROUPE RÉGIONAL AFI DE
PLANIFICATION ET DE MISE EN OEUVRE (APIRG/18)
Kampala, Ouganda (27 – 30 mars 2012)**

Point 4.1 de l'ordre du jour :	**Examen et mise à jour de la liste des carences affectant les domaines de la navigation aérienne – mise en œuvre de la base des données régionale AFI et la transition vers une base des données centrale**

CARENCES DANS LES DOMAINS DE LA NAVIGATION AÉRIENNE

(Note présentée par IATA)

RÉSUMÉ ANALYTIQUE
Cette note invite les États à répondre aux carences relevées par AIAG dans le domaine de la navigation aérienne et invite l'OACI à faire usage de la base de données des incidents AIAG.
RÉFÉRENCE(S): • Rapport de la réunion spéciale AFI RAN (2008) • Rapport de la huitième réunion AIAG (incidents en 2010) • La base des données AIAG (incidents en 2011)
Objectifs stratégiques: A (Sécurité), B (sûreté) et C (Protection de l'environnement et développement durable du transport aérien)

1   INTRODUCTION

2.1   La réunion spéciale AFI RAN de l'OACI (2008) a approuvé les activités du Groupe d'analyse des incidents des services de la circulation aérienne (AIAG), un groupe multidisciplinaire[1] qui examine les incidents signalés dans la région sur une base annuelle et formule des recommandations visant à prévenir des incidents similaires dans la région AFI. L'Association du transport aérien international (IATA) est le secrétaire du groupe.

2.2   La base de données du Groupe d'analyse des incidents des services de la circulation aérienne (AIAG) dans la région AFI provient des rapports sur la sécurité et les dangers aériens fournis par divers exploitants d'aéronefs dans la Région AFI.

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[1] AIAG comprend: IATA; ICAO; divers ANSPs (tels que ASECNA, NAMA and ATNS), AAC (telles que Kenya AAC) divers exploitants; IFATCA, IFALPA, ARMA, etc.

2   ANALYSE

2.1   Les carences identifiées proviennent soit des rapports de l'exploitant de la sécurité aérienne qui sont examinés lors des réunions AIAG et formulées dans les rapports AIAG, ou des missions techniques de l'IATA. Le résumé des carences identifiées par FIR est joint en **appendice A** à la présente note de travail.

2.2   La base des données des incidents du Groupe d'Analyse des Incidents ATS (AIAG) est la source principale de données pour le groupe d'action tactique (TAG) AFI. Pour éviter la duplication des activités et des bases de données, l'IATA propose que l'OACI utilise la base de données AIAG au lieu de créer une base de données régionale AFI.

3   SUITE À DONNER PAR LA RÉUNION

3.1   La réunion est invitée à:

a) élaborer une stratégie pour répondre aux carences identifiées et;

b) se mettre d'accord que la base de données AIAG soit élargie pour héberger la base de données de la région AFI.

-FIN-

Appendice A

FIR	ATC proficiency	Mobile communications	ATS/DS; AFTN	NAVAIDS	Other
Accra	- Management of human factors such as but not limited to fatigue, work load, working conditions, and equipment resulting in inadequate ATC proficiency factors - Re-enforcement of Procedural Control to address FIR boundary coordination challenges/problems.	Full implementation of ADS-C/CPDLC has been identified as priority due to number of comms deficiency in 2010 and 2011			
Addis Ababa	Management of human factors such as but not limited to fatigue, work load, working conditions, and equipment resulting in inadequate ATC proficiency factors			Djibouti : Calibration should be done on a 6 monthly basis as required and the unserviceable NAVAIDS monitoring facility should be rectified as soon as possible.	
Antananarivo	Management of human factors such as but not limited to fatigue, work load, working conditions, and equipment resulting in inadequate ATC proficiency factors				
Brazzaville	Management of human factors such as but not limited to fatigue, work load, working conditions, and equipment resulting in inadequate ATC proficiency factors	Full implementation of ADS-C/CPDLC has been identified as priority due to number of comms deficiency in 2011* * ADS-C/CPDLC implementation is published in AIRAC April 2012.	Implementation of ATS/DS between Brazzaville and Kinshasa FIRs.		- Coordination between Brazzaville and Kinshasa remains high contributing factors to ATS incidents - Coordination with Kano needs to be improved - No procedures for new RWY

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Dar Es Salaam	Management of human factors such as but not limited to fatigue, work load, working conditions, and equipment resulting in inadequate ATC proficiency factors				- Sector coordination (ACC). - Coordination with Entebbe FIR and Dar es Salaam FIR
Gaborone					- Coordination between Johannesburg and Gaborone
Johannesburg & Cape Town				RWY03 LOC deviation	- Pilot discipline and crew error, non-compliance with standard routing remains an issue. - High number of unstable approaches - Coordination between Johannesburg and Gaborone

Kano	Management of human factors such as but not limited to fatigue, work load, working conditions, and equipment resulting in inadequate ATC proficiency factors	Comms Deficiency reports remains high
		– Improve VHF coverage in NW- Sokotu (UB731) and NE- Madiguri (UG 727, UM998, UM736)
		- Full implementation of ADS-C/CPDLC has been identified as priority due to number of comms deficiency in 2010 and 2011
			- AFTN link to Kano TWR, ACC/APP positions needs to be provided to enable timely receipt of FPL rather than physical delivery from different building
			- Repair AFTN switching system in Kano as availability in April 2011 was below requirement:
			  o DNMM-DNKN 77%
			  o DRRR- DNKN 88%
			  o FKKK- DNKN 40%
			   -FTTT-DNKN 75%
			  o FCCC-DNKN 61%
			  o DGAA-DNKN 37%
			- Outages of ATS/DS
					- Coordination with Brazzaville and N'Djamena needs to be improved
					- As radar has been installed, implementation of radar control in Lagos TMA
					- Provide remote monitoring on NAVAIDS availability to ATCOs both in Kano and Lagos TWR positions.
					- Lagos, Repair connection between NAVAIDS enabling remote monitoring by maintenance staff
					- Kano: Provide remote monitoring on NAVAIDS availability to maintenance staff

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Khartoum	Management of human factors such as but not limited to fatigue, work load, working conditions, and equipment resulting in inadequate ATC proficiency factors				- Improve coordination between Tripoli FIR and Khartoum FIR
Kinshasa	Management of human factors such as but not limited to fatigue, work load, working conditions, and equipment resulting in inadequate ATC proficiency factors	Deficiency reports remains high - Full implementation of ADS-C/CPDLC has been identified as priority due to number of comms deficiency in 2010 and 2011			Coordination between Brazzaville and Kinshasa remains high contributing factors to ATS incidents
Luanda	- Management of human factors such as but not limited to fatigue, work load, working conditions, and equipment resulting in inadequate ATC proficiency factors	Although extended VHF trials commenced in mid 2011, number of comm. Deficiency reports remains high - Full implementation of ADS-C/CPDLC has been identified as priority due to number of comms deficiency in 2010 and 2011		- Luanda ILS overdue calibration - DVOR one set unservicable	- TMA organization - Pilot discipline - Implement connection between ILS enabling remote monitoring by maintenance staff - Install indicators for remote monitoring of ILS in the control tower - TAF not regularly available
Lusaka	Management of human factors such as but not limited to fatigue, work load, working conditions, and equipment resulting in inadequate ATC proficiency factors	High number of comms deficiencies due to unserviceable VHF stations			
Mogadishu		Deficiency reports remains high - Full implementation of ADS-C/CPDLC has been identified as priority due to number of comms deficiency in 2010 and 2011			

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N'Djamena	Management of human factors such as but not limited to fatigue, work load, working conditions, and equipment resulting in inadequate ATC proficiency factors	Full implementation of ADS-C/CPDLC has been identified as priority due to number of comms deficiency in 2011* * ADS-C/CPDLC implementation is scheduled for first quarter of 2012.			Coordination with Kano needs to be improved
Nairobi	Management of human factors such as but not limited to fatigue, work load, working conditions, and equipment resulting in inadequate ATC proficiency factors				- Sector coordination (ACC). - Coordination with Entebbe FIR and Dar es Salaam FIR
Niamey	In 2011, number of AIRPOX has increased				
Roberts				Roberts: Restoration of GS and Procedure DME should be done as soon as possible.	