



ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

WESTERN AND CENTRAL AFRICA OFFICE

Fourteenth Meeting of the FANS I/A Interoperability Team (SAT/FIT/14)

Luanda, Angola, 5-7 June 2019

Agenda Item 3.4. Airspace Structure and ATM Operational Improvements

3.4.6 COORDINATION FAILURES IN THE AORRA AIRSPACE

(Presented by ATNS)

1. INTRODUCTION:

1.1 The continued growth of civil aviation coupled with the introduction of new air traffic management systems have increased the complexity of the Air Traffic Management system, hence requiring more adaptable patterns of control and coordination.

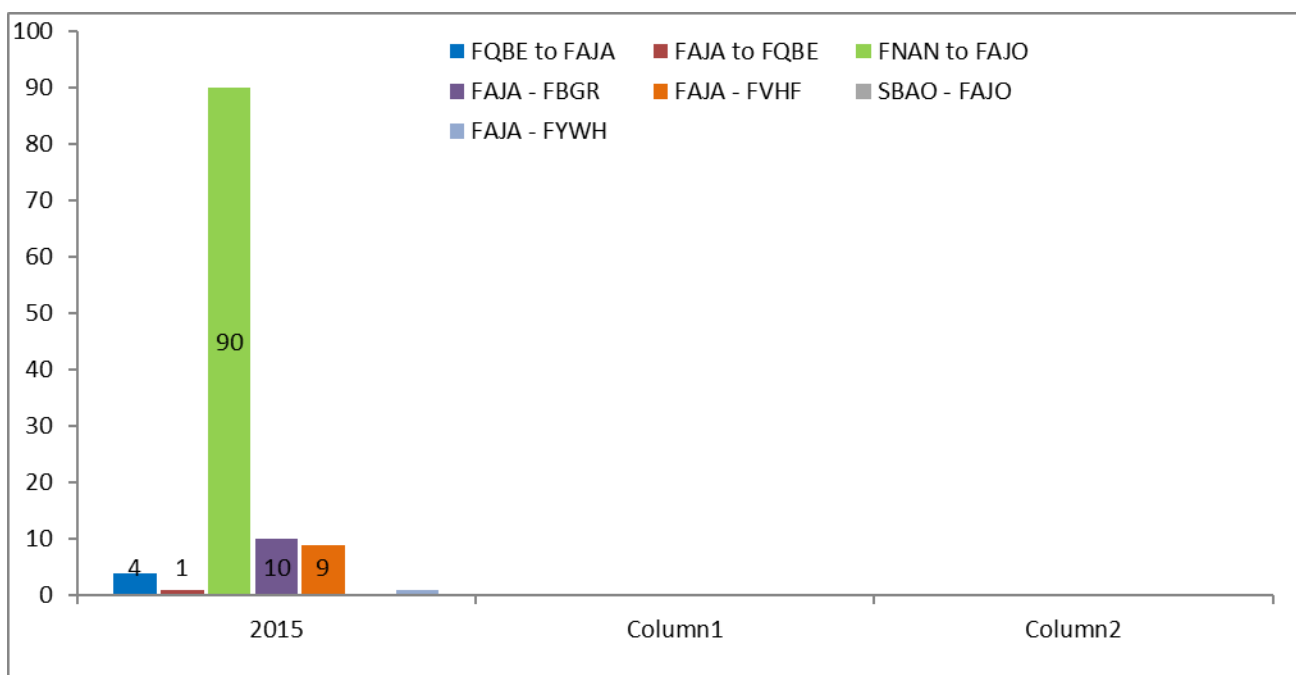
1.2 There is a need to look deeper into the patterns of control, the transfer of control and coordination across boundaries (FIRs) and the adaptation to unexpected scenarios that may contribute to 'loss of control' events.

2. DISCUSSION:

2.1 Due to historic high coordination failures between Angola, Windhoek and South Africa centered around the Oceanic airspace and particularly around ILDIR, the 2015 resolution at the PRND WG 5 meeting held in Dakar, in FEB that year was that ILDIR and its associated routes in the AORRA region should be withdrawn and new 5 LNC waypoints be implemented. The consensus was that the procedures surrounding ILDIR was not clear which lead to the high number of coordination failures. This was extremely dangerous due to crossing traffic at the same FLs.

This is a representation of the number of coordination failures prior to ILDIR being withdrawn:

FIRs	2015	Column1	Column2
FQBE to FAJA	4		
FAJA to FQBE	1		
FNAN to FAJO	90		
FAJA - FBGR	10		
FAJA - FVHF	9		
SBAO - FAJO			
FAJA - FYWH	1		

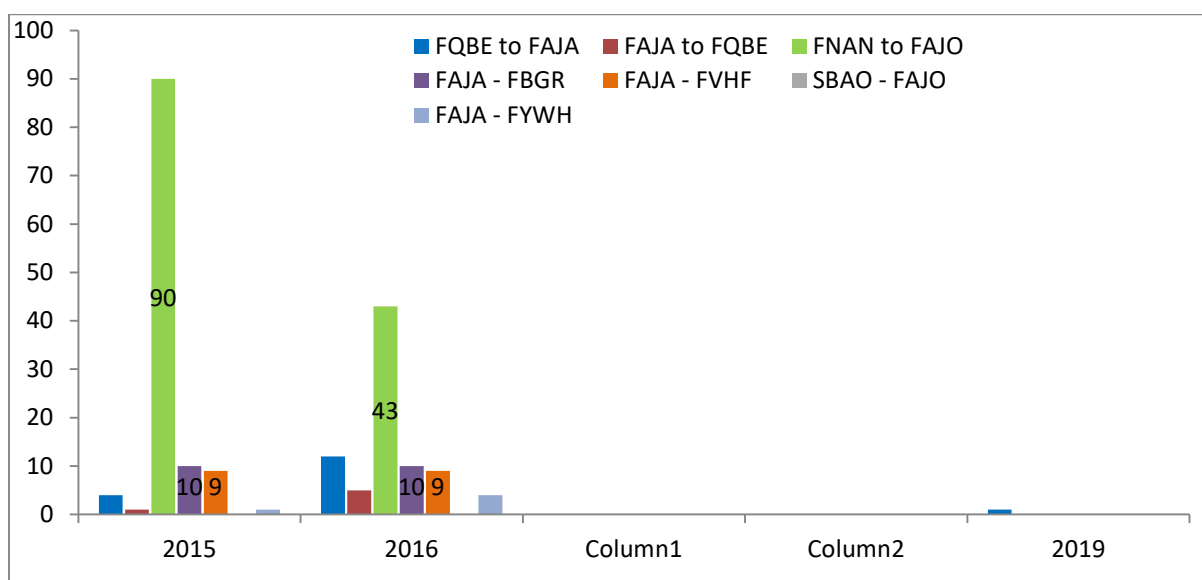


2.2 South Africa was tasked with the implementation of alternate routes and the withdrawal of ILDIR. This was finalized in 2016 and the Letters of Procedures between these three states were amended.

2.3 Has this action and the work put into this yielded success by a reduction in the recorded coordination failures?

The table and graph below depict the number of coordination failures for 2015 and 2016.

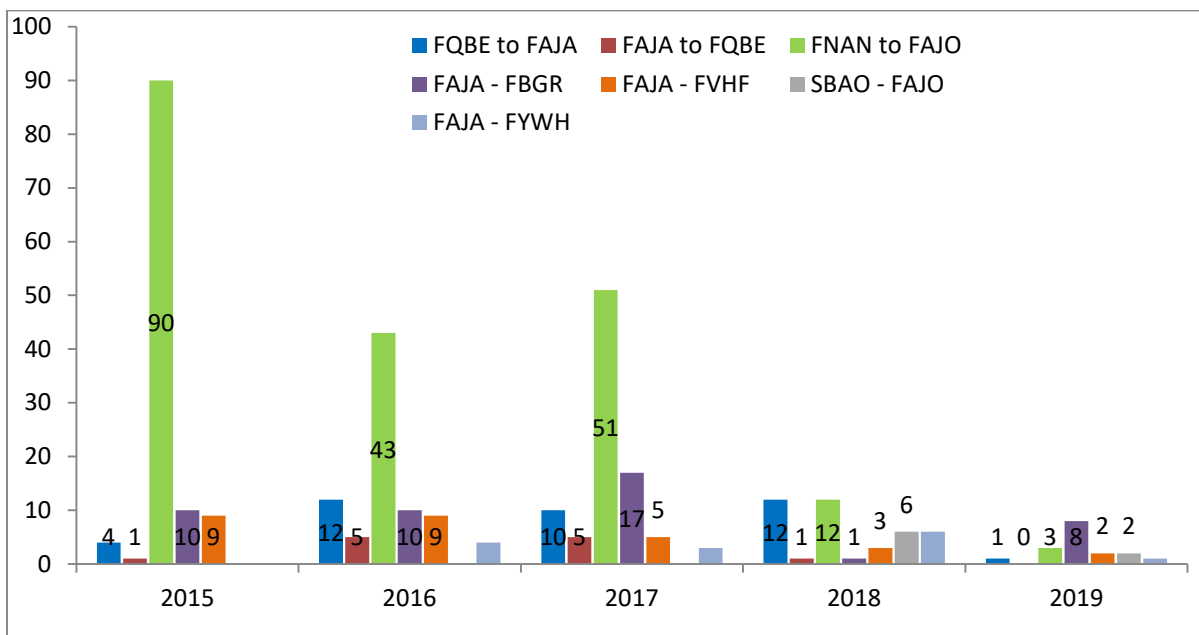
FIRs	2015	2016	2017	2018	2019
FQBE to FAJA	4	12			
FAJA to FQBE	1	5			
FNAN to FAJO	90	43			
FAJA - FBGR	10	10			
FAJA - FVHF	9	9			
SBAO - FAJO					
FAJA - FYWH	1	4			



2.4 We can note the drastic reduction in coordination failures between FNAN to FAJO, from 90 coordination failures in 2015 to 43 in 2016.

2.5 We now look at the comparative figures from 2015 to first quarter 2019.

FIRs	2015	2016	2017	2018	2019
FQBE to FAJA	4	12	10	12	1
FAJA to FQBE	1	5	5	1	0
FNAN to FAJO	90	43	51	12	3
FAJA - FBGR	10	10	17	1	8
FAJA - FVHF	9	9	5	3	2
SBAO - FAJO				6	2
FAJA - FYWH	1	4	3	6	1



2.6 There is a progressive downward trend regarding the number of coordination failures between FNAN to FAJA.

2.7 This decrease can be attributed primarily to the implementation of the decision taken in 2015, where collaboration between the three states yielded a positive outcome.

We do not stop there

2.8 These outstanding figures does not mean that we can stop and relax our guard. We must continue with efforts to ensure safe skies. CANSO Member ANSPs identified that safety and efficiency in crossing flight information region (FIR) boundaries are hindered by numerous factors.

2.9 The most effective form of avoiding coordination failures is automated exchange of flight data. South Africa is busy with AIDC implementation with Windhoek and has completed the first set of AIDC trials. There are numerous teething issues which are receiving attention from both the states and trial number 2 should commence soon.

2.10 This automated data exchange is integral to achieving all of the benefits foreseen in the **ICAO ASBU FICE** (Flight and Flow Information for a Collaborative Environment) **Modules**.

2.11 This will enable the creation of seamless FIR boundary crossings which will enhance both safety and efficiency.

3. ACTION BY THE MEETING:

3.1. The meeting is invited to:

Take note of the reduction in coordination errors due to collaboration between South Africa, Windhoek and Angola and to urge ANSPs that coordinate flight data manually to consider concurrently implementing automated data exchange with neighbouring ANSPs.

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