



INTERNATIONAL CIVIL AVIATION ORGANIZATION

**AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP
THIRTEENTH MEETING (APIRG/13)
(Sal, Cape Verde, 25-29 June 2001)**

Agenda item 5 Shortcomings and deficiencies

Communication survey

(Presented by IFALPA)

1. Introduction

- 1.1 The survey submitted as Attachment 1, was performed over the period October 2000 through April 2001 and is ongoing. Total number of returned surveys was 165. Not all surveys contained information on communications as a result of being carried out on domestic and/or Regional flights.
- 1.2 The data presented have been earlier sent to the ICAO Offices in both Nairobi and Dakar.
- 1.3 The surveys also contain information on congestion, however these data are not incorporated in this tabular presentation.
- 1.4 The surveys in addition carry information on whether a HF frequency was simultaneously used for controller-controller communication. This is not yet shown here.
- 1.5 The data on 1.3 and 1.4 above are, as stated in 1.2 above, available to ICAO.

2. How to read this presentation

- 2.1 The left column shows, in alphabetical order, all AFI (and MID) FIR's, with as well the frequencies published for use in these FIR's (both VHF, and, where applicable, HF)
- 2.2 Where crews rated, on VHF, a communication as 0,1 or 2, the qualification "poor" was given. A rating of 3 was qualified as "acceptable" and ratings 4 and 5 were qualified as "good"
- 2.3 On HF crew ratings were simply repeated from that given on the survey form.
- 2.4 The "1 through 5" are the normal "credits" in use in aviation, recall the phrase: "How do you read?", followed by "reading you 3"
- 2.5 A copy of the IFALPA Deficiency Form in use, the DF/9, is shown at Attachment 2.
- 2.6 For HF, the time of broadcast was included as this may have influence on the propagation qualities on HF

3. The survey results and APIRG

- 3.1 What the survey shows is the continuing widespread use of HF.
- 3.2 Not presented in this table is the continuing widespread use of HF for pilot-controller use and at the same time for controller-controller use, signifying non-availability or non-use of ATS/DS.
- 3.3 APIRG is requested to take these results and observations into considerations when discussing reduction of longitudinal, horizontal and vertical separation.

4. In addition

- 4.1 “Souls on board”, “endurance”, “ type of aircraft” and “registration”, continue to form part of information sought by controllers. Apart from these requests often being made at inopportune moments (on HF whilst some 10 minutes later VHF can be established with the same ACC unit, or on ground frequency and then again on tower frequency of the same airport), these requests clearly signify lack of proper AFTN
- 4.2 APIRG is requested to take this last comment into account when considering reducing separation.

AFI/MID EN-ROUTE COMMUNICATIONS

Period October 2000-October 2001

NRS 1547 THROUGH 1712

FIR/TMA	VHF				HF						
	FREQ	POOR	ACC	GOOD	FREQ	0	1	2	3	4	5
Abidjan D111	121.10			2	6535						
	129.10				6586						
					6673						
					8861						
					13294						
Accra DGAC	126.70			11	5493						
	130.90	1	1	6	6586	2					
					8903	2			1		
					13294						
Addis Ababa HAAA	121.10				3467						
	125.10	3	1	5	5517						
	129.50				6574						
					8870						
					11300	4		1	3	4	
					13288						
Alger DAAA					17961						
	123.80	5		2	3419						
	124.10	1	1	5	5652	1					
	124.60				8894	6		4	4	7	
	125.40		3	5	13273	2					
	125.70			2	17961						
	127.30			4							
	128.10	2									
	131.30	1	1	3							
	132.45										
Antananarivo FMMM	125.10				3467						
	126.70				3476						
	128.90				4657						
	129.50	1			5634						
					8879				1	1	
Asmara HHAA					13306						
	120.70				3467						
					5517						
					5658						
					6574						
					8870						
Bamako					11300						
	119.10			1	6673						
					8861						
Bangui	119.70				6559						
					8903						

EN-ROUTE COMMUNICATIONS AFI

FIR/TMA	VHF				HF											
	FREQ	POOR	ACC	GOOD	FREQ	0	1	2	3	4	5					
Beira FQBE	126.10	3		3	2878											
	130.90			1	3476											
					5493											
					5634											
					6559											
					6586											
					8879							1	1	2	1	
					8888											
					8903											
					11300											
		13294														
		17961														
Benghazi	121.90			9	3467											
	126.50				5517											
	129.20				11300											
					13336											
Bloemfontein FABL	120.30	1	1	8												
Brazzaville	121.10				2878											
					5493											
					6559							1				
					8873											
					8903							1	1	3	2	
13294																
Bujumbura HBBA	118.70				8879											
	119.70				8903											
					8913											
					11300											
Cairo HECC	124.30				3467											
	124.70				5517							1				
	125.30				6574											
	126.60				2							1	1	1	4	5
	127.70				1							3	1	13288		
	129.40				5							1	1			
	130.90				1							2	5			
	132.00															
	132.17															
	134.50															
Canarias GCCC	126.50															
	129.10															
	130.90															
	133.00															
Capetown FACT	125.10			2												
	126.50															
Casablanca GMMM	124.50				3452											
	125.10				5554											
	125.50				1							6535				
	126.70				1							8861				
	128.80				13357											

EN-ROUTE COMMUNICATIONS AFI

FIR/TMA	VHF				HF						
	FREQ	POOR	ACC	GOOD	FREQ	0	1	2	3	4	5
Conakry					6589 8861						
Dakar	120.50				3452						
GOOO	127.30				5565						
	129.50				5680						
	131.30				6535						
					6673						
					8861						
					11291						
					13315						
					13357						
					17955						
Dar es Salaam	119.30	1		2	5517						
HTDC	119.60			1	8870	1					
	123.30		2	1	8879			1	1		
					11300						
					13306						
Douala	125.10			8	5493						
	129.50				6559						
					8873						
					8903						
					13294						
Durban	120.50										
FADN											
Entebbe	128.50				5517						
HUEC					8903						
					11300						
Freetown					5680						
					6610						
					6673						
					8861						
Gabarone	126.10	2	2	1	5493						
FBGR	127.10	11	4	12	6586						
	128.20			3	8888						
					13294						
Harare	125.10				8879						
FVHA	131.50	1		12							
Johannesburg	124.50			7	5565						
FAJS	126.70		2	21	6559						
	128.30			8	8861						
					13315						
					17955						
					21926						
Kano	121.70				6879						
DNKK	124.10	2	1	11	8903		1				
	128.50				9495						
					13294						

EN-ROUTE COMMUNICATIONS AFI

FIR/TMA	VHF				HF						
	FREQ	POOR	ACC	GOOD	FREQ	0	1	2	3	4	5
Khartoum HSSS	124.70			13	3467	2					
	125.50				5517	2					
	127.30				6574	2					
					8959	1					
					11300	15	2	4	11	17	1
					13288	1					
Kigali HRYP	124.30				3467						
					13288						
Kinshasa FZAA	120.50				2851						
	123.70				2878						
	126.10				5493						
	128.10				6559						
					8888						
					8903				2		
					8906						
					8959						
					10009						
					10057						
					13294						
					13304						
	Kisangani FZIC	121.10				5493					
124.70					8903						
125.90					8906						
128.90					10009						
130.90					13294						
					17961						
Lagos	124.30	1	1	1	5493						
	124.70	2	2		6586						
	127.30	1	1	4	8903						
					9495						
					13294						
Libreville	126.50			6	6559						
					8873						
					8903						
Lilongwe FWLL Blantyre	120.60				3425						
	128.00	1		2	4657						
	124.90			1	6586						
					8873						
					8879						
					8888						
Luanda FNAN	126.90				2851						
	129.50				2878						
					5493						
					6559						
					6884						
					8879						
					8888						
					8903					1	1
				8906							
				13294							

EN-ROUTE COMMUNICATIONS AFI

FIR/TMA	VHF				HF						
	FREQ	POOR	ACC	GOOD	FREQ	0	1	2	3	4	5
Lubumbashi FZQA	120.70				5493						
					6915						
					8903						
					8906						
					10009						
					13294						
					17961						
Lusaka FLFI	120.50 120.90 128.90		1	2	2878						
					5493						
					5634						
					6586						
					8873						
					8879						
					8888						
					8903						
					8906						
					8913						
					10009						
					13306						
					Maidiguri						
8903											
Maputo	121.30 127.30	1		3 2	9495						
Maseru	120.70		1								
Matsapa	124.90			5							
Mauritius FIMP					3476						
					5634						
					8879						
					13306						
Mogadishu HCSM	120.90 122.50 126.10				3467						
					5517						
					5658						
					7595						
					11300						
Nairobi HKNA	118.50 119.70 121.30 122.30 124.90	4 1 4	1	6 4 3 1	3467	1					
					5517						
					5634						
					6559						
					7595						
					8879						
					8888						
					8903						
					8959						
					11300						
13306											

EN-ROUTE COMMUNICATIONS AFI

FIR/TMA	VHF				HF						
	FREQ	POOR	ACC	GOOD	FREQ	0	1	2	3	4	5
N'Djamena FTTT	128.10			2	2878						
	129.10				5493						
					5652						
					8873						
					8894						
					8903		2			3	2
				13294							
Niamey DRRR	126.10			2	2878						
	131.30			9	3419						
					5493						
					5652						
					6586						
					8894		1	2	9	16	
					8903						
					13273						
				13294							
Port Elizabeth FAPE	124.70	4	2								
	131.70										
Roberts GLRB	124.50			2	3452						
	128.10			2	6535						
					6673						
					8861						
Sal GVSC	127.10				2854						
	128.30				6673						
					8861						
					11291						
					13315						
					13357						
				17955							
Sao Tome					5493						
					8903						
					13294						

EN-ROUTE COMMUNICATIONS AFI

FIR/TMA	VHF				HF							
	FREQ	POOR	ACC	GOOD	FREQ	0	1	2	3	4	5	
Seychelles FSSS	120.20				3425							
					3467							
					3476							
					4657							
					5517							
					5634							
					5658							
					7595							
					8879							
					10018							
					11300							
					13288							
St. Denis	127.20			1	3476							
					5634							
					8879							
Tamanrasset					3419							
					5652							
					8894							
					13273							
					17961							
Tripoli HLLL	120.90 128.40 132.50 133.60			3	3419	2			2	2		
					5517							
					5652							
					8894							
Kufra	136.15 121.90			1	11300	2	1	1	7	8	4	
					13273							
					13315							
Tunis DTTC	120.30 120.70 125.15 128.90 129.30 129.50 132.55			1								
												1
												1
Windhoek FYWH	124.70	2	1	13	8861							
					8888							

EN-ROUTE COMMUNICATIONS MID E/W

FIR/TMA	VHF				HF						
	FREQ	POOR	ACC	GOOD	FREQ	0	1	2	3	4	5
Aden					3467						
					5517						
					5601						
					5658						
					5667						
					7595						
					8918						
					8959						
					8879						
					10018						
					11300						
					13288						
Amman	125.80			3	2992						
OJAC	128.30			3	5667						
	128.50			2	8918						
					13312						
Baghdad	125.90				2992						
ORBS	127.10				5667						
					8918						
Bahrain	126.70			3	2992						
OBBS					5658						
					5667						
					8918						
					13288						
					13312						
Beyrut	119.30			2							
	123.70										
Damascus	120.00			5	2992						
OSDI	121.30				5667						
					8918						
					13312						
Emirates	124.85										
OMAE	129.50										
Jeddah	124.00				5517						
OEJD	126.50				5667						
	128.10				8918						
	132.30				8959						
	132.70				11300						
	133.30			4	13312						
	133.90										
	134.00										
	134.30			2							
	134.40										
Kuwait	125.30			1	2992						
OKAC	132.10				5658						
	135.50				5667						
					8918						
					13288						
					13312						

	REF	SECTION NO.
	IFALPA	DF/9
DEFICIENCY FORM		

Dear Colleague: IFALPA is in the process of gathering data for the study of the compliance with ICAO Standards and Recommended Practices. We would appreciate your completion of this form Please return it to your Member Association.

DATE: _____	NAME (optional) _____
FLIGHT NO: _____	FROM: _____ TO: _____
<i>(Please add ICAO and/or IATA code)</i>	

EN-ROUTE NAVIGATION: Unserviceable Navigation Aids

No.	FIR	NAV AID Ident/freq	VOR /DME / NDB	Published by NOTAM	
				YES	NO
1				YES	NO
2				YES	NO
3				YES	NO
4				YES	NO
5				YES	NO

EN-ROUTE COMMUNICATIONS:

No	GND Stn Call Sign	Waypoint	Freq	Time (HF)	Congestion Low/Med/High	Freq in use for gnd - gnd coms	Readability					
							0	1	2	3	4	5
1						Yes/No						
2												
3												
4												
5												
6												
7												
8												
9												
10												

0 – no contact, 1 - unreadable, 2 – readable now & then, 3 – readable but with difficulty, 4- readable, 5 – perfectly readable

APPROACH/AERODROME COMMUNICATION

A	Approach communications		Good	Acceptable	Poor*
B	Aerodrome Communication (including Tower)		Good	Acceptable	Poor*
C	Congestion due frequency sharing (appr-twr/twr-gnd)	N/A	Good	Acceptable	Poor*

* please specify in Any Other Comments box on reverse side

APPROACH AND LANDING – Runway Used

A	Type of approach executed:	ILS	LLZ DME	VOR DME	VOR	NDB	Circling Visual
B	Was Radar Service provided:	YES	NO		N/A		
C	Quality of Radar Service provided:	Good	Acceptable		Poor		
D	Quality of Appr. Nav Aids used:	Good	Acceptable		Poor		
E	Unserviceable aids / services published by NOTAM?	YES	NO*		N/A		
F*	Please specify which u/s Nav aids were not NOTAMED						

LIGHTING

A	Was approach lighting	Serviceable/ Unserviceable / partly serviceable / NA (daylight)			
B	Was VASI/PAPI serviceable / reliable	YES	NO	Not installed	
C	Were threshold lights: serviceable/partly serv/unserv/not appl	Serv	Part Serv	U/S	N/A
D	Were r/w edge lights: servic/partly serv/unserviceable/not appl	Serv	Part Serv	U/S	N/A
E	Was taxiway lighting adequate?	YES	NO	N/A (Daylight)	
F	Was apron lighting adequate?	YES	NO	N/A (Daylight)	
G	In case any of the above were unserviceable or only partly serviceable, was this fact published by NOTAM ?	YES	NO	N/A	

RUNWAY CHARACTERISTICS (R/W)

A	Condition	Smooth	Rough	Damaged
B	Slippery when wet	YES	NO	N/A (dry conditions)
C	Surface State? HEAVY rubber accretion in TDZ	YES		NO
D	Were surface markings clear?	YES		NO

METEOROLOGICAL INFORMATION

A	Was valid forecast (TAF) available at departure airport?	YES	NO
B	Was weather information readily available upon first contact with destin. ATC ?	YES	NO
C	Was weather information recent, if not pse specify	YES	NO
D	Was weather information accurate, if not pse specify	YES	NO
E	If ATIS published was it available	N/A	YES
F	If ATIS provided, was it accurate, if not pse specify	N/A	YES

HAZARDS / SECURITY

A	Were airport manoeuvring areas secure of animals/humans?	YES	NO
B	Was there a significant bird/wildlife hazard?	YES	NO
C	Do you consider airport security	Good	Satisfactory
			Poor

If unable to assess this yourself, on any of the above, please include your agents' opinion:

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NOTAMS (Were NOTAMS factually correct and up to date, if not pse specify)

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COMMENT ON ENGLISH LANGUAGE USED ON R/T

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ANY OTHER COMMENTS

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