INTERNATIONAL CIVIL AVIATION ORGANIZATION

**AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP
EIGHTEENTH MEETING (APIRG/18)
Kampala, Uganda (27 – 30 March 2012)**

Agenda Item 4.1: **Review and update of the list of deficiencies in the Air Navigation fields – Implementation of the AFI Regional Database and transition to a Central Database**

DEFICIENCIES IN AIR NAVIGATION FIELDS

(Presented by IATA)

SUMMARY
This paper invites States to address AIAG identified Deficiencies in Air Navigation field as well as for ICAO to make use of AIAG Incident database.
REFRENCE(S): • SP AFI RAN (2008) Report • 8th AIAG Report (2010 incidents) • AIAG Database (2011 incidents)
Related ICAO Strategic Objective(s): A and C

1   INTRODUCTION

2.1   ICAO SP AFI RAN 2008 endorsed activities of the AFI Incident Analysis Group (AIAG) which is multidisciplinary group[1] that reviews reported incidents in the Region on a yearly basis and formulate recommendations to prevent similar incidents in the AFI region. IATA is secretariat of this group.

2.2   Source for AFI Incident Analysis Group (AIAG) Database are Air Safety and Hazard reports provided by various operators within AFI.

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[1] AIAG comprise of IATA; ICAO; various ANSPs (such ASECNA, NAMA and ATNS), CAAs (such as Kenya CAA) various operators; IFATCA, IFALPA, ARMA, etc.

2   DISCUSSION

2.1   Source of identified deficiencies are either Operator's Air Safety Reports that are reviewed during AIAG meetings and formulated in AIAG Reports, or IATA technical missions. Summary of identified deficiencies per FIR has been attached as **Appendix A** to this working paper.

2.2   AFI Incident Analysis Group (AIAG) Database is the soul source of data for the AFI Tactical Action Group (TAG). To avoid duplication of activities/database, IATA proposes that instead of creating an AFI Regional Database, ICAO makes use of the AIAG Database.

3   ACTION BY THE MEETING

3.1   The meeting is invited to:

a)   develop a Strategy to address identified deficiencies and;

b)   agree that the AIAG Database be expanded to host AFI Regional Database.

-END-

Appendix 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

Appendix A

FIR	ATC proficiency	Mobile communications	ATS/DS; AFTN	NAVAIDS	Other
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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FIR	ATC proficiency	Mobile communications	ATS/DS; AFTN	NAVAIDS	Other
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.	