



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

Agenda Item 4.3: Regional air navigation deficiencies

A PROPOSED STRATEGY TO REMOVE IDENTIFIED DEFICIENCIES

(Presented by IATA)

SUMMARY
Aviation is the catalyst for sustainable development of African economies and their integration into the global market. Yet deficiencies continue to contribute toward Africa's poor safety performance, which tends to slow down the pace of air transport growth, hence hindering the development of vital economic sectors in the Region. This paper, proposes strategies to address certain deficiencies in order to improve aviation safety and enhance air transport development.
REFERENCE(S): IATA Annual Safety Reports, AFI ATS Incident Analysis Group Reports and the Implementation Programme for Safe Operations in Africa (IPSOA).
Related ICAO Strategic Objective(s): A & C

1. INTRODUCTION

1.1 Through incident and/or accident reports, a number of deficiencies have been identified. They consist of:

- Human Factors;
- Safety Oversight;
- Infrastructure deficiencies;

2. DISCUSSION

2.1 The accident reports indicate that from 2008 to 2011, seven (7) runway excursions were recorded out of 12 Western-built jet hull losses.

2.2 Human factors on board of aircraft and on ground as well as infrastructure deficiencies contribute to runway excursions.

2.3 The outcome of the Implementation Program for Safe Operations in Africa (IPSOA) provided evidence on how effective Flight Data Analysis (FDA) could assist in the identification of airports where unstable approaches (precursor to runway excursion) often occur. The Programme also pointed out the effectiveness of Continuous Descent

Operations (CDO) along PBN supported STARS in avoiding unstable approaches.

2.4 Loss of control was identified as the second prominent safety challenge of Africa. Loss of control is mainly contributed by Human Factors.

2.5 ATS incidents revealed that human factors and communication deficiencies are the major contributing factors in several FIRs.

2.6 Following strategies are proposed to address two types of the identified deficiencies in order to continue safety improvement in the Region.

2.7 **Human Factors**

- Undertake training courses to improve the proficiency of controllers on one hand and to assist them in the implementation of runway safety measures on the other hand; and
- Undertake pilot training on the implementation of runway safety measures, crew discipline onboard and measures preventing loss of control.

2.8 **Infrastructure deficiencies**

- Implement previous APIRG conclusion on CPDLC implementation to back-up VHF and HF in remote areas and
- Implementation and usage of PBN in TMAs.

3. ACTION BY THE MEETING

3.1 The meeting is invited to adopt the proposed strategies to address:

- a) ATC and Pilot Human Factors; and
- b) Infrastructure deficiencies including communication and PBN in TMA.

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