



**INTERNATIONAL CIVIL AVIATION ORGANIZATION
WESTERN AND CENTRAL AFRICAN OFFICE**

First Meeting of Directors General of Civil Aviation

(Abuja, Nigeria, 19 - 21 March 2002)

Agenda Item 1: Strategies for the elimination of deficiencies in the provision of Air Traffic Services (ATS) within the Region

(Presented by the Secretariat)

Summary

The purpose of this paper is to inform the meeting about the deficiencies affecting adequate provision of Air Traffic Services within the WACAF Region and the efforts to be made for their elimination.

REFERENCES:

- AFI/7 RAN Report
- APIRG/13 Report
- ICAO Doc 4444 PANS-ATM
- Annex 2 Rules of the Air
- Annex 11 Air Traffic Services

1. Introduction

1.1 The ICAO Council defines deficiency as “a situation where a facility, service or procedure does not comply with a Regional Air Navigation Plan approved by the Council or with related ICAO Standards and Recommended Practices, and which situation has a negative impact on the safety, regularity and/or efficiency of international civil aviation”.

1.2 The APIRG Air Traffic Services, Aeronautical Information Service and Search and Rescue (ATS/AIS/SAR) Sub-group is responsible for matters concerning deficiencies in the ATS field. To that purpose, the Sub-group has drawn up the list of deficiencies based on the uniform methodology approved by the Council for identification, assessing, tracking and reporting of deficiencies of Air Traffic Service systems.

2. Discussion

2.1 The APIRG took into account the recommendations of the AFI/7 RAN Meeting (held in Abuja, 1997) concerning the elimination of deficiencies in provision of Air Traffic Services; and produced the list of deficiencies accordingly. The most common deficiencies identified were related to the following:

2.1.1 ATM Personnel

- S Personnel inadequate (staffing)
- S Inadequate post basic ab-initio training/lack of training policy. Insufficient training in English language for non-English speaking Controllers;
- S Inadequate experienced controllers;
- S Poor work environment and conditions of service and security;
- S Lack of attention to the ICAO quality control audit.

2.1.2 Equipment/working material

- S Most of the ATS units are ill equipped and/or where available, are obsolete;
- S Unavailability of current ICAO documents and Annexes;
- S Unreliable navigational aids and poor communication facilities.

2.1.3 Operational Concern

- S Procedural control is mainly used in the region;
- S Insufficient provision of Air Traffic Control Services, due to lack of adequate VHF radio coverage (extended VHF for ACCs);
- S Lack of update of obsolete letters of agreements between ATS units;
- S Inadequate aeronautical charts, maps, WGS84 and most of the AIS services are not automated;
- S Lack of National Legislation concerning licensing of Air Traffic Controllers;
- S Lack of SAR Agreements/Coordination between contiguous ACCs;
- S Inadequate procedure for ATC Incident investigation.
- S Multiplicity of ATS units (airspace structure not optimised).

3. Suggested Measures :

3.1 The following strategies can be utilized by the ATS providers for the elimination of deficiencies in the Air Traffic Service (ATS) within the WACAF Region.

3.1.1 ATM Personnel

- S States should establish Standard Proficiency Levels among ATM Personnel in order to increase safety and productivity;
- S establish an ATS manpower development plan unit to effect all the training requirement for non-radar, radar environment, at ATS units, including flying experience and refresher courses, to reach a level proficiency at all times.
- S periodic improvement of condition of service to the personnel so that the good experienced controllers are retained.

3.1.2 Equipment/work material

- S ATS units should be equipped with modern CNS equipment to permit easy communication ground/.air, ground/ground and have effective SAR apparatus to ensure effective coordination whenever needed. Implementation of the CNS/ATM system should be the objectives in all activities.
- S States should ensure that all ATS units are equipped with commercial telephones, either normal INTELSAT or preferably INMARSAT system. This should be done even when dedicated systems are in place, so as to ensure back up in case of failure of primary systems.
- S States are encouraged to implement en-route VHF coverage in line with AFI/7 Rec. 5/12 and the establishment of en-route controlled airspaces in line with AFI/7 Rec. 5/21.

3.1.3 Operational

- S Implement Area Control Service in accordance with the priorities set out in APIRG/12 conclusion 12/20 and reiterated by APIRG/13 conclusion 13/31.
- S Implement all ATS routes approved by the AFI Plan.
- S States should undertake their obligation to conduct investigations on reported incidents and provide reports to all concerned. It should be emphasized in this context that non-availability of these reports is detrimental to the interest of better identification of the cause of the incident and the best corrective actions to be taken by the authority.
- S States should ensure the establishment of letters of agreement between all ATS units serving contiguous airspaces . The letters of agreement should be developed with the co-operation of active line controllers and kept abreast of traffic and systems' developments.

4. Action required

The meeting is invited to:

1. note the information provided;
2. encourage cooperative approach to airspace management in the Region;
3. set up a policy for the elimination of deficiencies for the sake of safety in air traffic service provision within the Region;
4. Encourage exchange of ATS personnel (familiarization/language visits);
5. Encourage establishment of Letters of Agreements (LOAs) between ATS units.
