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منظمة الطيران
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国际民用
航空组织

Eastern and Southern African Regional Office/Bureau régional Afrique orientale et australe

Ref.: ES AN 4/3 – 0574

3 August 2017

Subject: Regional ATCC RVSM ATM Coordination Failures

Action Required: *Take necessary action to ensure that air traffic services providers effectively address causal and contributing factors of air traffic coordination failure incidents whenever they exists*

Dear Sir/Madam,

I wish to refer to the ICAO Standards and Recommended Practices (SARPs) particularly those in Annex 11 to the Convention on International Civil Aviation (Chicago Convention), the Procedures for Air Navigation Services – Air Traffic Management (PANS-ATM, Doc 4444) especially Chapter 10 thereof, Operating Procedures for Regional Monitoring Agencies (Doc 9937), other supporting documents and regional requirements.

The attention of your Administration is drawn to the prevailing high rates of air traffic management (ATM) incidents of traffic coordination failures, which contribute to some of the most serious airspace incidents such as air aircraft proximity (AIRPROX) or air misses, which negatively affect safety in the Reduced Vertical Separation Minimum (RVSM) airspace (between FL290 and FL410). From the monthly analysis carried out by AFI Tactical Action Group (TAG), the coordination failures include one or a combination of the following:

- a) No notification of the flight to the receiving ATCC
- b) Flight not notified to the receiving area control centre (ACC)
- c) No time estimates relayed to the receiving ATCC
- d) Flight time estimates not relayed to the receiving ACC
- e) Incorrect flight time estimates relayed to the receiving ACC
- f) No revision of time estimates to the receiving ACC
- g) Flight level not relayed to the receiving ACC
- h) Incorrect flight level relayed to the receiving ACC
- i) No revision of flight level to the receiving ATCC

The importance of effectively addressing this trend cannot be overemphasized. In this respect, the TAG has over the years proposed to concerned States and their air navigation service providers (ANSPs) remedial actions, and in some cases provided assistance. Several other recommendations have come from the AFI ATS Incident Analysis Group (AIAG), which convene every first quarter of the year to review and analyze incidents that occurred over the previous year. While significant progress and improvements have been achieved from such efforts, much remains to be achieved to attain sustainable results.

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In view of the above, and taking into account the risk of mid-air collision presented by traffic coordination failures, the purpose of this State Letter is to urge civil aviation authorities and other State regulatory organs to pay particular attention to this challenge, to investigate and assess its prevalence, and take decisive measures to address it.

For queries and further clarification on this matter, kindly send your communication to the Regional Director of the Regional Office accredited to your State (icaoesaf@icao.int; icaowacaf@icao.int) with copy to Secretary of the TAG (smachobane@icao.int).

I take this opportunity to express my confidence in your leadership to effectively address this matter as it may prevail.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Barry Kashambo', with a large, stylized flourish at the end.

Barry Kashambo
Regional Director

A small, handwritten mark or signature in the bottom right corner of the page.