

Air Traffic Control Issues

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Points of Discussion

1) ATS Occurrences

2) FYWE VFR Entry/Exit Points

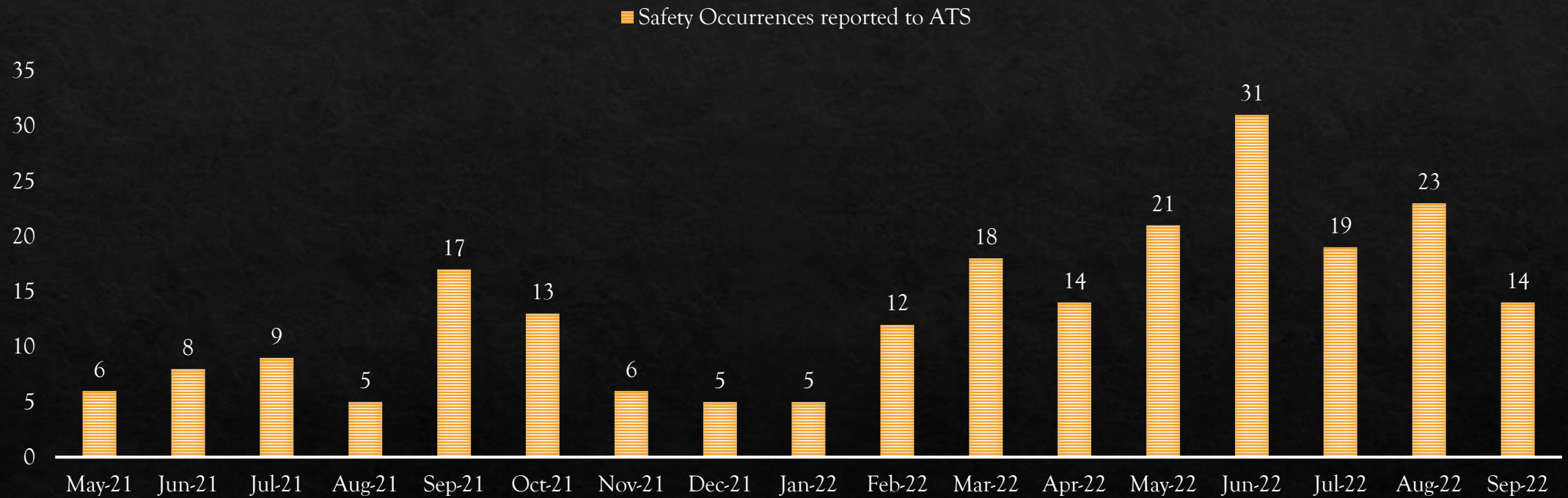
3) Flight Planning via External Websites/Service Providers

4) Declaring an Emergency & Requesting of Emergency Services

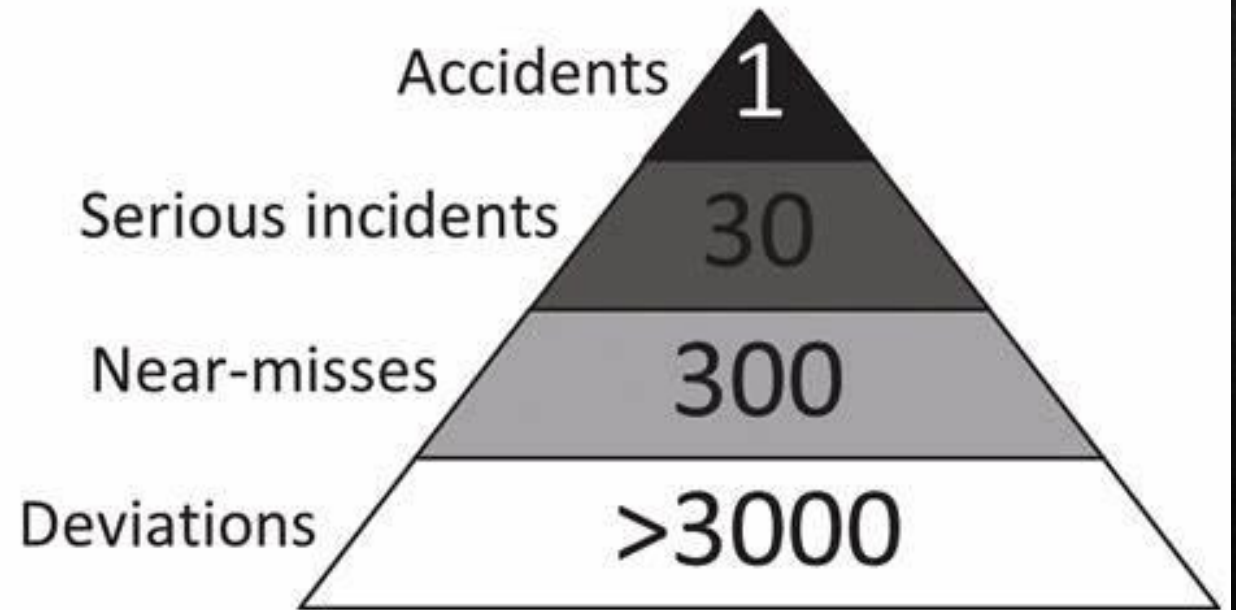
ATS Occurrences

- ◊ It is the norm to see an increase in Aviation Occurrences towards the end of a year, September onwards.
- ◊ In 2022, an increase was observed mid-year.

Situation



Heinrich's Pyramid



Examples of Occurrences

- ◇ Runway incursions
- ◇ Entering Controlled Airspace without a clearance
- ◇ Spacing in traffic pattern
- ◇ Technical Occurrences
- ◇ Operational Occurrences

1.1 DEFINITION OF A RUNWAY INCURSION

The *Procedures for Air Navigation Services — Air Traffic Management* (PANS-ATM, Doc 4444) defines a runway incursion as:

“Any occurrence at an aerodrome involving the incorrect presence of an aircraft, vehicle or person on the protected area of a surface designated for the landing and take-off of aircraft.”

Definition of Runway Incursion

Runway Incursions

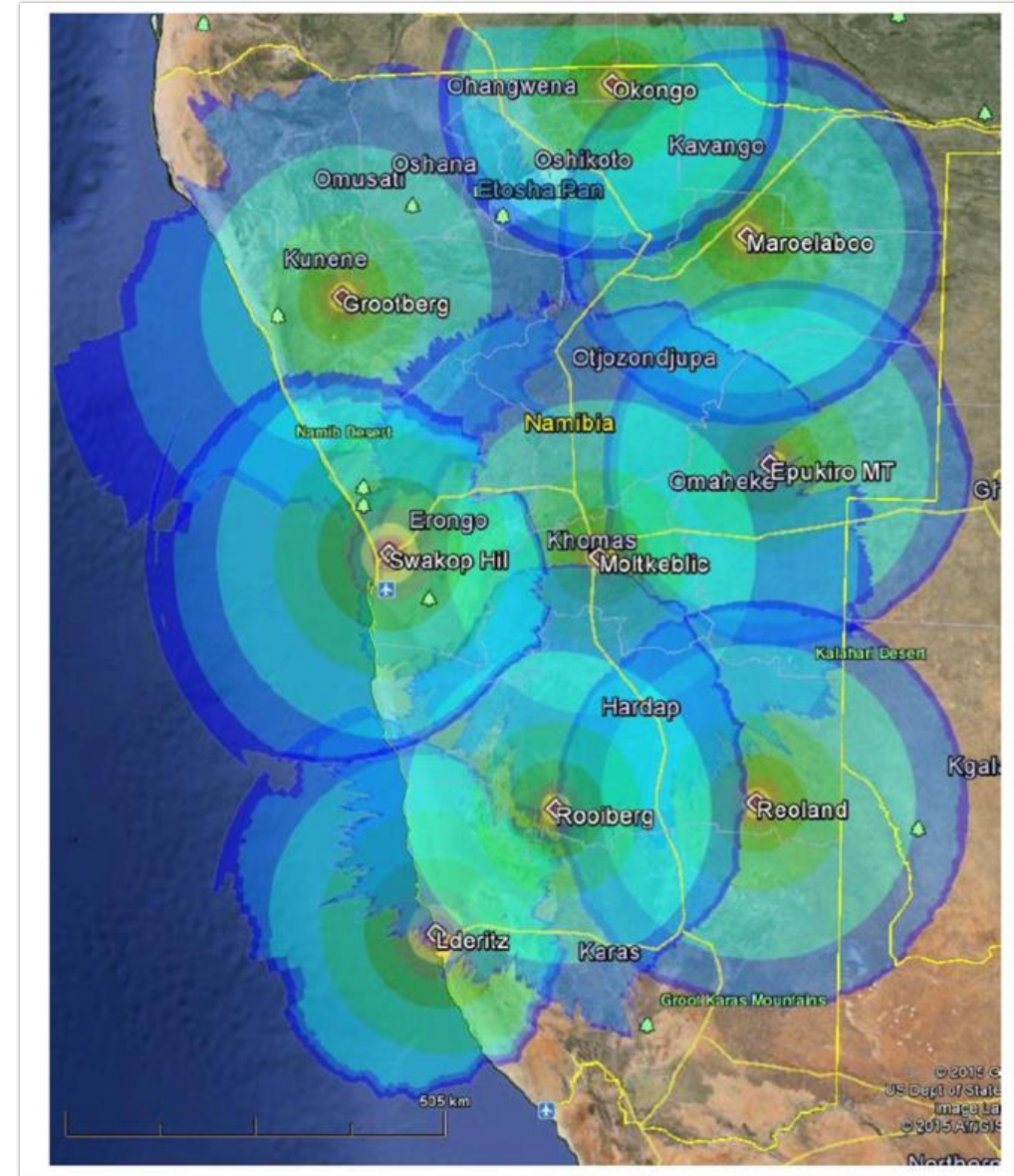
- ◇ 22 October 2021 – FYWE V5*** (SLG4) & V5*** (SLG4)
- ◇ 10 February 2022 – FYWB vehicle on the runway
- ◇ 13 February 2022 – FYWE V5*** (MCRS) lands with vehicle on Runway
- ◇ 1 April 2022 – FYWH vehicle
- ◇ 4 April 2022 – FYWH ZS*** (E55P)
- ◇ 7 June 2022 – FYWE V5*** reports Runway Incursion

Entering Controlled Airspace without clearance

- ◇ 1 October 2021 – Restricted airspace violation
- ◇ 7 October 2021 – FYLZ CTR during IMC without clearance
- ◇ 17 October 2021 – Cleared level violation (FAJA airspace)
- ◇ 7 December 2021 – Climb in to controlled airspace without clearance
- ◇ 2 February 2022 – FYLZ CTR during IMC without clearance
- ◇ 21 March 2022 – FYLZ CTR without clearance
- ◇ 14 May 2022 – FYWB TMA without clearance

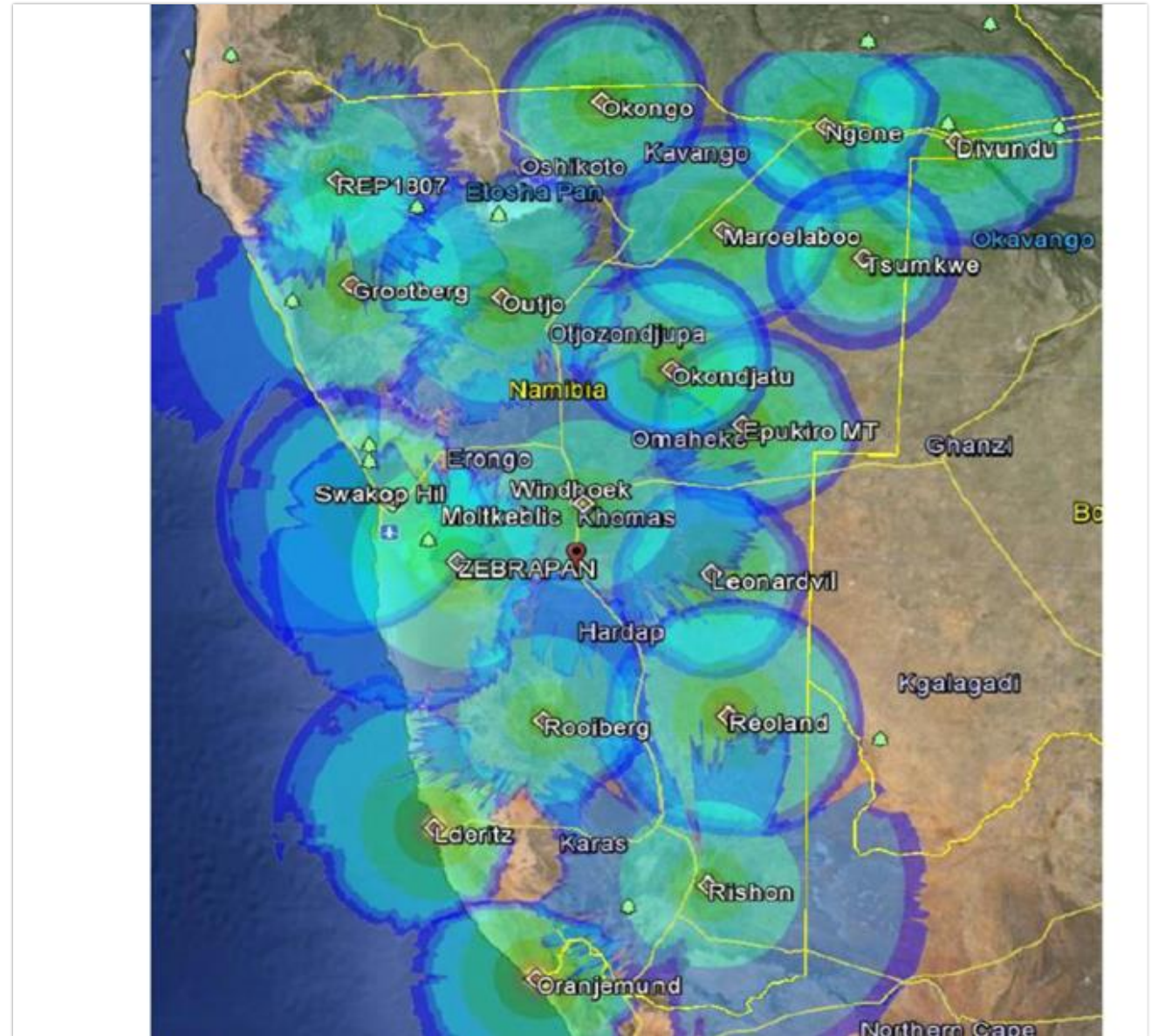
124.7MHz

VHF coverage at
FL145

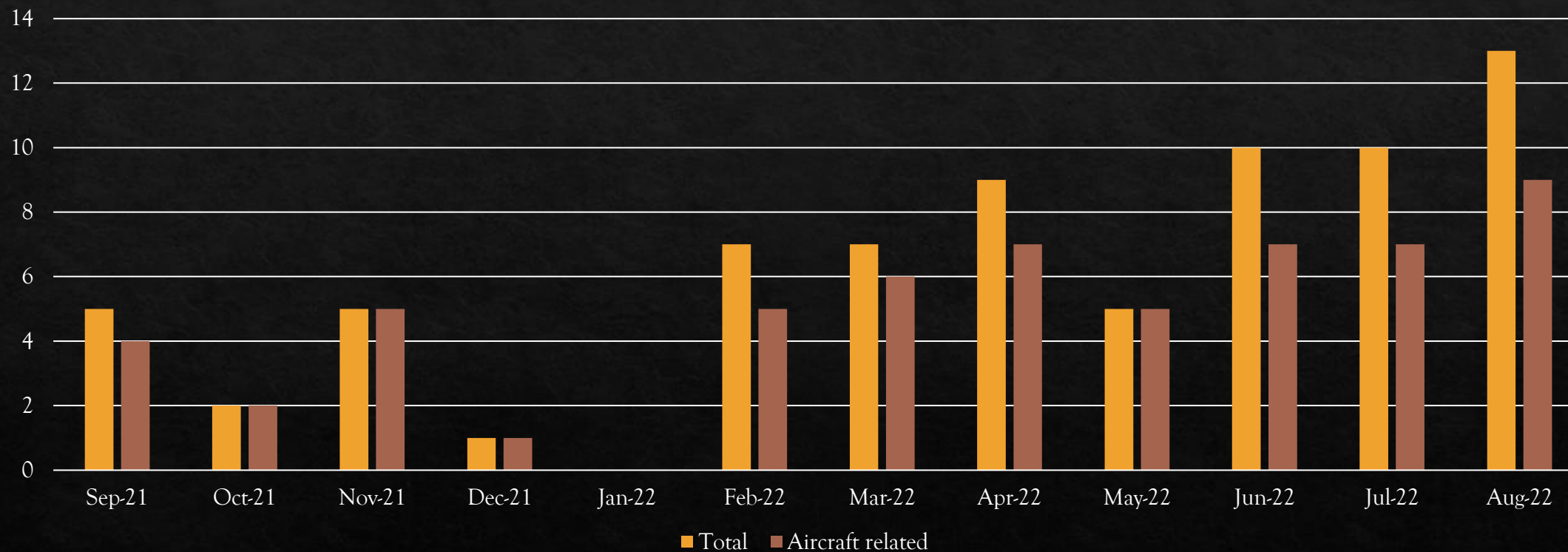


123.8 & 129.6MHz

VHF coverage
at FL080



Technical Occurrences



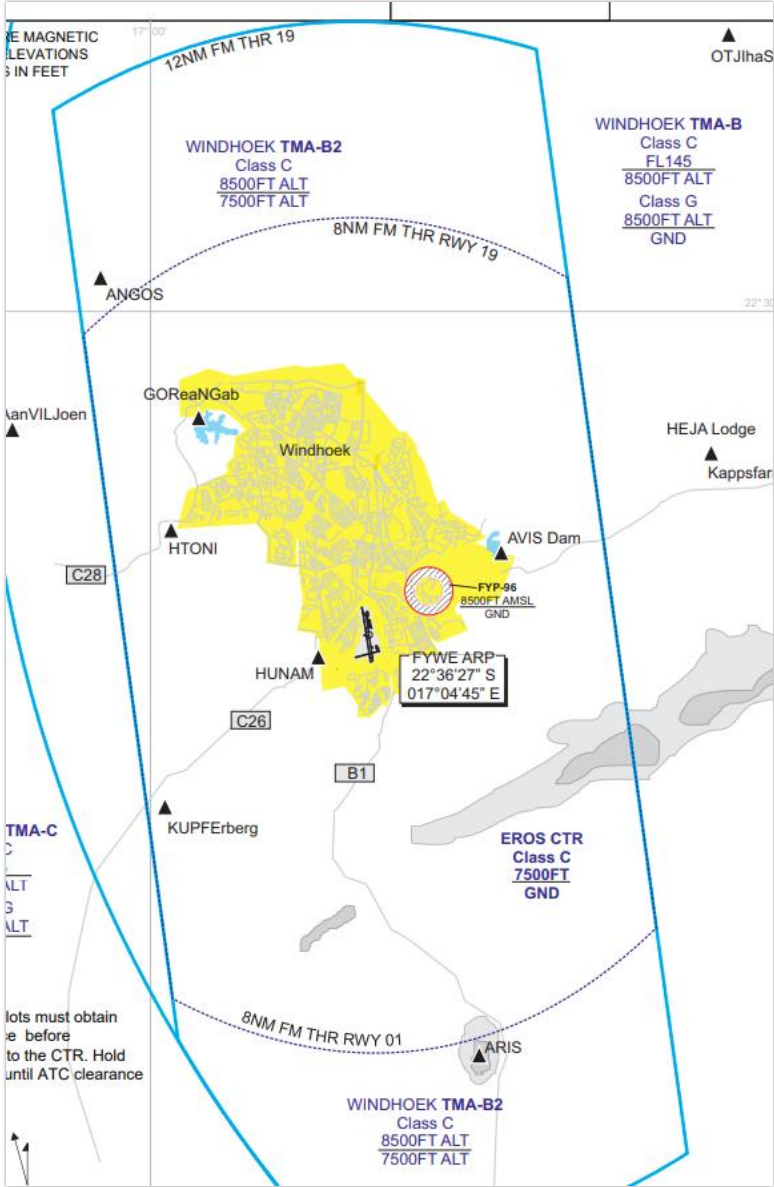
What is the reason for the increase???

- ◆ Does COVID-19 play a role?
 - ◆ Increased traffic volumes after an extended quiet period?
- ◆ Just Culture promoting voluntary reporting?

FYWE VFR Entry/Exit Points

- ◆ Meeting held with AOPA on 30 August 2022.
 - ◆ The main concern was that inbound clearance via KUPFE for RWY-01 requires a very steep rate of descend, which results in:
 - ◆ 1) Discomfort for passengers
 - ◆ 2) “Shock cooling” of engine
 - ◆ Proposed course of action is to consider “BB” (Baumgarts-Brunnen) as possible new entry point to replace KUPFE.

FYWE VFR Entry/Exit Points



Flight Planning via External Websites/Service Providers

NCAA IBS –
Official
Platform for
NCAA ANS
for FPL
distribution

AIM is ISO 9001 accredited.

Other sites
used:

File2Fly (ATNS)

ForeFlight

Easyplan

Etc...

AIM/ATS has no oversight for the use of such platforms

Declaring an Emergency & Requesting of Emergency Services

- ◇ There seems to be a hesitancy to
 - ◇ 1) Declare an emergency
 - ◇ 2) Request for emergency services standby (ATC & Pilot)

Always prepare for worst-case scenario! (Rather have it and not need it...)