



ATC-PILOT Relationship

a social perspective of improving safety performance



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Scope of Presentation



- Background
- Pilot concerns regarding ATCs
- ATC concerns regarding Pilots
- So we are here now
- Way Forward
- Conclusion
- Questions/Comments



Background



- The previous discussions we heard today revolves around safety management systems, their applications as well as challenges experienced with SMS
- In this presentation we will discuss ATCPILOT relationships; hence the humans are central to achieving the objectives of Safety Management System
- Air Traffic Controllers and aircrew are equally valuable parts of the greater aviation safety system
- ATCs operates the ATS system and ensures that all aircraft operating in given airspaces do so safely and efficiently in accordance with laid down rules and regulations



Background - Continued

- Aircrew are responsible for operating the various aeroplanes safely and efficiently in accordance with laid down rules and regulations
- Given the above, it is clear that in order to achieve the greater safety system objectives, a healthy and understanding working relationship between aircrew and ATCs is invaluable.
- The current ATCPILOT relationship is described by stating some of the perceptions/concerns of pilots on ATCS, and vice versa
- Take note that some statements or perceptions proves that there is poor of lack of knowledge of the systems/procedures in the other “side of the same coin” (ATC/Pilot)



Pilot concerns regarding ATCs

- ATCs are a danger to flight safety
- They are aggressive on the radio
- They are here to police us; we are spoken to as if we are lower “form of life”
- ATCs are not allowed to use discretion;
- Controllers should not give instruction, but must provide service to the Pilot;
- They must provide air traffic management and not control
- General aviation require more freedom; a type of service similar to AFIS/FIS



ATC concerns regarding Pilots

- Pilots do not listen out on frequency, at times we have to call them two or three times
- Their RT is generally poor
- GA general knowledge of ATC system is poor
- Their knowledge of airspace is generally poor
- They enter controlled airspace without clearances and jeopardize safety



Controlled Airspace Violations (CAV)

- Controlled Airspace Violations are serious aviation hazard and occurs when an aircraft or helicopter enters controlled airspace without an ATC clearance.
- ATNS reported **58** airspace infringements in 2009.
- From January to July 2010, **115** airspace infringements were reported. This is an average of **16** airspace infringements per month! Taking this rate into account, by the December 2010, airspace infringements may reach **197**.



Controlled Airspace Violations (CAV)

- Between 2009 and Jan-July 2010, CAV increased by **98%**,
- If the current rate of CAV continues, this figure will increase to **240%**
- **72%** of the airspace infringements occurs in the JS, LA, WB, GC and GM airspaces (Greater Gauteng).
- **70%** of JS CTR infringements are traffic operating in GM ATZ
- Using the Byrd's Triangle, one can deduce that, an accident resulting from airspace infringements is eminent!



Impact of CAV on Air Traffic Management

- Avoiding action taken by other aircraft
- Other aircraft vectored off their established routes
- Other aircraft on the ground and or airborne delayed
- Loss of standard separation, AIRPROX or Collision
- Increase in ATC and pilot workload

- *Courtesy of Fly on Track and NATS – www.flyontrack.co.uk*



So we are here now

- Pilots and ATCs are continually pointing fingers at each other
- Pilots do not fully appreciate the Operational systems in air traffic service and vice versa



Way forward

ATNS is preparing a presentation which will address issues such as , the role of an air traffic controller, the framework under which ATC system operates as well as other burning issues such as Bad RT and Airspace infringements. These presentations will be done in conjunction with AeCSA and AASA at identified major centres.

The presentations are aimed at creating an atmosphere of fun, learning and discussions between pilots and ATCs ;

- Gauteng (Split Pretoria / JHB)
- Cape Town
- Port Elizabeth
- Durban
- Nelspruit
- George
- East London
- Polokwane
- Bloemfontein



Questions/Comments