



International Civil Aviation Organization

**The Twentieth Meeting of the Regional Airspace Safety Monitoring
Advisory Group (RASMAG/20)**

Bangkok, Thailand, 26-29 May 2015

Agenda Item 5: Airspace Safety Monitoring Activities/Requirements in the Asia/Pacific Region

LACK OF LHD REPORTING INVESTIGATION AND MEASURES TAKEN

(Presented by China)

SUMMARY

This working paper presented China RMA's investigation into the causes leading to lack of LHD reporting, and measures taken to make improvement. Some problems and issues that need further discussions are also presented.

1. INTRODUCTION

1.1 Concerns were raised during the RASMAG/19 meeting regarding the lack of LHDs from China that may indicate a lack of a mature reporting culture. A comparison of the estimated flight hours for airspace analysed by China RMA, divided by the reported LHDs suggested an unreasonable ratio, and some category E LHDs concerning ATC errors reported by neighbouring countries are not reported by Chinese FIRs.

1.2 During 2014, ATMB, CAAC and China RMA members made visits to seven regional ATMBs in China and held LHD data collection workshops with representatives of controllers, ATC administrative level, safety departments and technical supporting units from all the en-route control centers/units. These activities helped China RMA to understand the current reporting status and found out the problems that ATC had in reporting LHD events. This process also helped to explore from both RMA and controllers' views the possible causes leading to the lack of LHD reporting.

1.3 China RMA submitted a working paper (WP/32 Agenda Item 3.3) to APANPIRG/25 to provide some progress made after these workshops.

1.4 This working paper presented a number of measures China RMA taken to improve the ATC LHD reporting based on suggestions from ATC, and also presented some problems and issues that need further discussions.

2. DISCUSSION

2.1 China RMA has not applied any specialized software to obtain non-NIL LHD events through surveillance data processing currently. The most important data source is from ATC reporting. The LHDs from ATC units are recorded by controllers during their work, and then reviewed and reported by the point of contact of each ATC unit on a monthly basis. A successful reporting is highly dependent on the controllers' understanding of LHD and the reporting workflow that transfers the data from controllers to the RMA.

2.2 By changing the views with the controllers, China RMA realized that the following aspects should be considered and take actions to improve the LHD reporting:

Draw more attention of controllers to the contributors to risks, not only the ‘actual deviation’

2.3 Through the investigation, China RMA realized that quite a number of controllers did not realize coordination errors should be reported as an LHD. They explained that the term Large Height Deviation emphasized more on actual ‘deviation’ so that controllers pay less attention to other kinds of errors where there is not an obvious deviation, especially for: ATC Co-ordination Errors, loss of normal air-ground communications between controllers and pilots, aircraft being provided with RVSM separation is not RVSM approved, etc. So China RMA updated LHD training materials with ATC experts to put more emphasis on other elements in vertical dimension. As for the suggestions from controllers about changing ‘LHD’ to other terms, China RMA introduced similar discussions during the former RMACG meetings, and suggested adopting a more general term for domestic use.

Simplify the LHD reporting template

2.4 Before, the ATC units used the template published in RMA manual to record the events. Controllers complained that sometimes they were too busy to make records because the template needs too many details. This template is suggested to be completed by the LHD Point of Contact not the controllers, but to provide accurate information, the Point of Contact also need enough information which is provided by the controllers. So controllers suggest an easier version of template so that they can spend less time but still provide enough information of each event. China RMA updated LHD the template with ATC experts for domestic use. The new template is on trial from 2015. In this template, China RMA reduced the number of fill in the blanks and added more ‘choice questions’. If the controllers receive training in advance and are familiar with the template, they will spend less time to complete the forms.

More communications between ATC units concerning LHD reporting

2.5 Controllers expressed they would like to have more communications with colleagues from other ATC units concerning LHD reporting. For instance, they may have chances to explore the solutions to reduce ATC coordination errors, and change views and experience on how to refine LHD reporting work flow. China RMA considers that this is a good idea and would like to organize workshops or seminars each year. This will help to refine the safety culture and raise more attention of controllers to the LHD reporting and its importance for safety.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

a) note and review the contents of this paper;

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