



International Civil Aviation Organization

**The Sixteenth Meeting of the Regional Airspace Safety Monitoring
Advisory Group (RASMAG/16)**

Bangkok, Thailand, 20 - 24 February 2012

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

UPDATES OF LARGE HEIGHT DEVIATION DATA COLLECTION

(Presented by the China RMA)

SUMMARY

This information paper introduced the recent activities of the China RMA in promoting the data collection and reporting of Large Height Deviation (LHD) data.

1. INTRODUCTION

1.1. This information paper introduced the recent activities of the China RMA in promoting the data collection and reporting of Large Height Deviation (LHD) data.

2. DISCUSSION

2.1. In reviewing the safety assessment reports of the recent years, it not difficult to find out that the operational risk is the obviously dominant composition of the total risk. In undertaking the safety assessment, the China RMA was reliant on the reporting of Large Height Deviation (LHD).

2.2. The China RMA places considerable emphasis on operational performance in day to day safety monitoring, and established domestic LHD reporting mechanism from both ATC units and operators. What we do have a problem with, despite efforts to encourage improvement, is the extent of under-reporting. Although it has steadily improved, the actual level of reporting is difficult to quantify as whether a report is raised or not is often left to the discretion of an individual controller, influenced by the safety culture in which he works, and possibly affected by workload or wider workplace concerns.

2.3. Another important issue that influences the reporting of LHD is the controllers' level of understanding of the LHD concept. During RASMAG/15, the LHD Table was adjusted and refined. This table can not only support the RMA members to categorize the events from the reporting agencies, clear examples and more detailed explanations can also provide the controllers on duty with a better understanding of the LHD causes and help them to determine and report.

2.4. The China RMA realizes that what we would wish to recommend is that occurrence reporting is encouraged to become a natural component of a culture of safety, and shared what we have obtained in RASMAG with our controller colleagues to help the growth of safety culture.

2.5. In September 2011, we organized an LHD workshop and invited controllers of our POC from all the area control centers around China to attend. In this workshop, we reviewed the domestic situation of LHD reporting since the RVSM implementation in China, and introduced the new LHD table. We also distributed the LHD posters (with the LHD definition, illustrations and category table on it) to all the participants so that they can bring these posters back and post them in their workplace as an education and reminder. The participants also prepared materials to introduce their experience and problems in reporting the LHD events. Draft conclusions were also made to adjust the current ATC operation manual for each center to improve the reporting procedure.

3. ACTION BY THE MEETING

- 3.1. The meeting is invited to:
 - a) Note and discuss the results in this paper;

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