



International Civil Aviation Organization

**The Twenty-First Meeting of the Regional Airspace Safety Monitoring
Advisory Group (RASMAG/21)**

Bangkok, Thailand, 14-17 June 2016

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

PROGRESS MADE IN CHINA'S LHD REPORTING

(Presented by China RMA)

SUMMARY

This paper presents information on progress made in LHD reporting by ATS units and provides the updates for the period of January 2015 to December 2015.

1. INTRODUCTION

1.1 At RASMAG/19 meeting, China RMA was requested to improve the mechanism of LHD reporting and establish an open reporting culture as part of a 'just culture' environment due to the lack of LHDs from China. After the meeting, China RMA conducted some investigations of the causes leading to lack of LHD reporting and took a number of measures to make improvement, please refer to IP11 of RASMAG/20 meeting for detailed information.

1.2 The purpose of this paper is to provide some progress made in LHD reporting by ATS units and controllers from January 2015 to December 2015 after the measures taken.

2. DISCUSSION

2.1 At the beginning of 2015, the ATS units began to use the new version of LHD reporting template, and the internal reporting workflow were refined after China RMA's training and investigation in 2014, so more ATS units and controllers come to realize the importance of LHD reporting for airspace safety. In addition, quite a number of controllers understand the definition and categories of LHD more clearly, especially for the coordination errors.

2.2 Compared with the same period of 2014, the total number of non-nil LHDs received by China RMA in 2015 (140) was increasing compared to its counterpart in 2014 (105). Please refer to **Figure 1** for the changes in the number of reports by month. About 60% of LHDs were reported from ATS units in 2015, but in 2014 the percentage is 46% (Please refer to **Figure 2** and **Figure 3**).

2.3 In December 2015, China RMA invited our point of contact from the regional ATMBs and hosted annual meeting regarding the use of simplified LHD reporting template and the situation of collection. The majority of our point of contact reflected that it is convenient for them to record the LHD information, and a quick LHD data sharing and feedback mechanism was established, especially involving Hong Kong ATS unit and SCS (South China Sea)ATS units. All of these activities let the ATS units to pay more attention to coordination error reporting. China RMA had more confidence than before that more LHDs were reflected in the safety assessment, and more actions were taken to reduce the risk in the airspace.

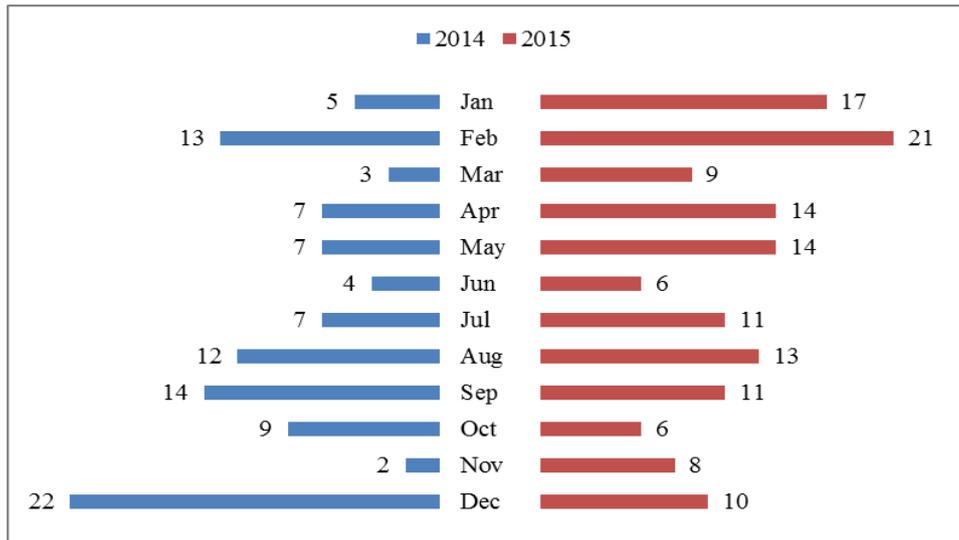


Figure 1. Comparison of the number of LHDs received by China RMA between 2014 and 2015

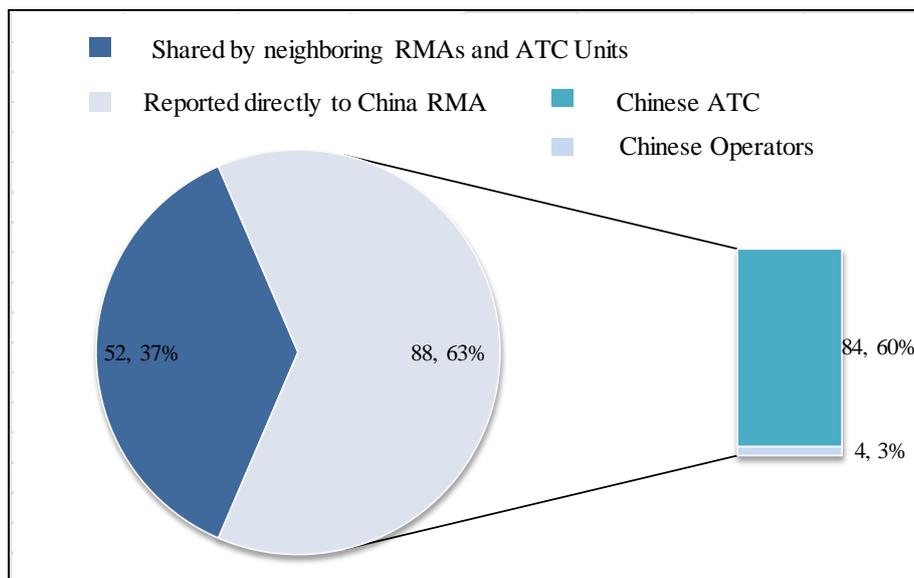


Figure 2. Breakdown of events that China RMA received in 2015 according to data sources

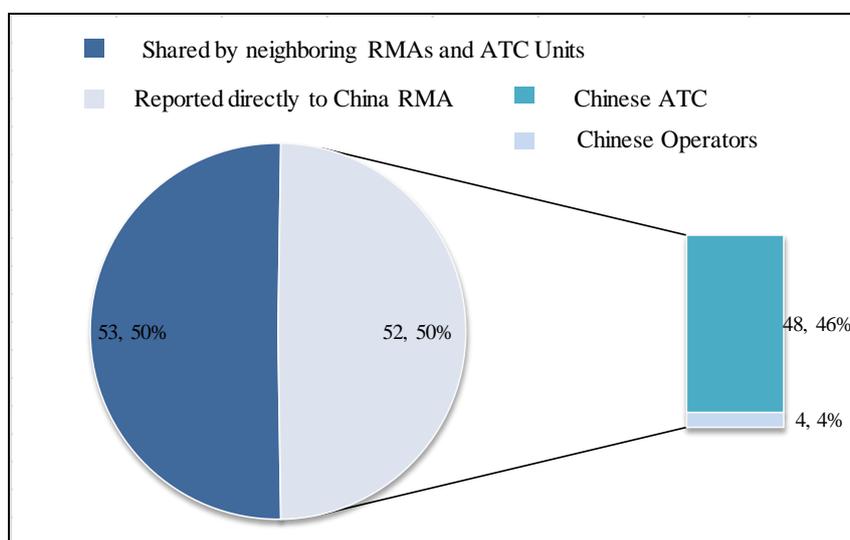


Figure 3. Breakdown of events that China RMA received in 2014 according to data sources

2.4 From Figure 4, it can be seen that the LHDs reported in 2015 is reducing compared to the number reported in 2014. The total number of LHDs in 2014 was 14 while the number of 2015 was 2. After investigation, it was found that most of the events in 2014 were due to late revision from Beijing side. Then some remedial actions were taken by Beijing ACC that contributed to the reduction of LHDs in 2015, please refer to China Vertical Safety Report of this RASMAG meeting for detailed information. In this figure, different colors of bars indicate the number of LHDs reported in different transfer of control points (INTIK/NIXAL), the red dots indicate the sum of all the events reported in each month, and the dotted line is to show the trend of the reported LHDs.

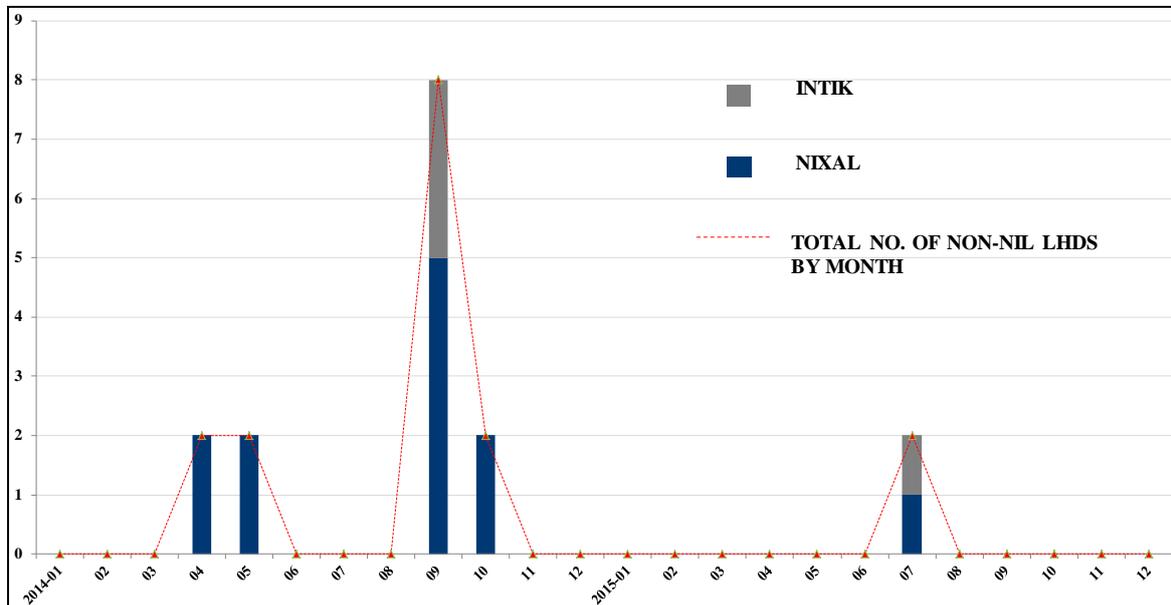


Figure 4. LHD Reporting Statistics for Beijing interface with Ulaanbaatar between 2014 & 2015

2.5 For the LHD reporting of Pyongyang FIR, no LHD report was received from Pyongyang FIR before 2015. Based on this phenomenon, China RMA had a technical exchange with DPR Korea in August 2015, shared some experience in refining LHD data collection mechanism, and highlighted the importance of reporting coordination error as an LHD for safety assessment. DPAR Korea expressed that they would review and refine their LHD reporting procedure after the exchange. China RMA received two non-nil LHDs from Pyongyang FIR in 2015.

2.6 According to the request of Draft Conclusion RASMAG/20-4: Asia/Pacific LHD Hot Spot Action Plans, China RMA took some actions listed below.

Hong Kong FIR interface with Guangzhou/Sanya FIRs

China RMA, MAAR and the related SCS ATS units had a scrutiny group meeting discussing about LHDs due to coordination error in 2015. The meeting refined the procedure for supervisors or controllers on duty of transferring and accepting ATS confirming one LHD event and reporting to corresponding RMA. After the scrutiny group meeting, the LHD reporting and data sharing in this area is improving. For present, Hong Kong sends LHD events to China RMA by email at the end of each month, then China RMA will forward the events to relevant ATS units for further investigation and confirm on a timely manner if the events were not reported by relevant ATS units, when our point of contact of ATS units provide feedback to us, we will send the outcome to Hong Kong immediately, and vice versa. Though this area was still a ‘hot spot’ currently, relevant ATCs had already pay attention to coordination errors and take active actions. China RMA will continue to track the reporting of LHDs in this area and provide further feedback to RASMAG.

Urumqi FIR interface with Lahore FIR

In May 2015, the Communication (COM) coordination meeting between China and Pakistan hosted by ICAO Regional Office was held in the headquarters of ATMB, Beijing, China. The meeting discussed the implementation plan and task assignment of relevant work. Although the VSAT station have not completed establishment, the LHDs concerning Urumqi FIR interface with Lahore FIR was reducing. The number of LHDs was 21 in 2014 while the number of 2015 was 10. Please refer to Figure 5, the LHDs were counted by month, the blue bars indicate the number of LHDs reported in PURPA (the transfer of control point), the red dots indicate the sum of all the events reported in each month, and the dotted line is to show the trend of the reported LHDs. The ATS units of Urumqi and Lahore collaboratively strengthen CNS situation in this area and improve safety consciousness. At present, CNS division of ATMB (Air Traffic Management Bureau), CAAC(Civil Aviation Administration of China) has completed the bidding work of relevant equipment and the test of electromagnetic environment in Pakistan.

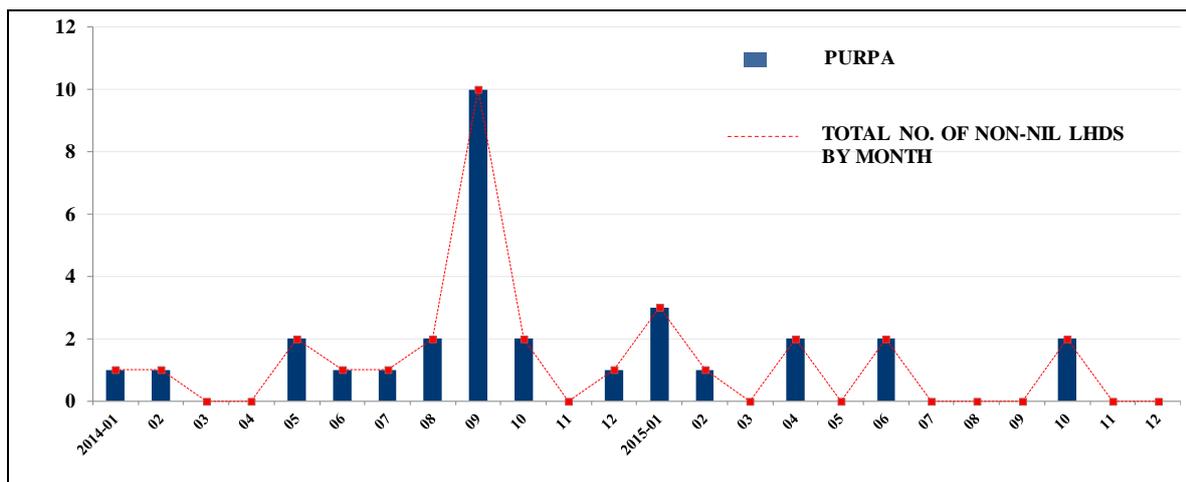


Figure 5. LHD Reporting Statistics for Urumqi interface with Pakistan between 2014 and 2015

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper;
- b) close action item 18/1 and 19/7 in the task list;
- c) discuss any relevant matters as appropriate.

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References

1. “The 19th Meeting of the Regional Airspace Safety Monitoring Advisory Group (RASMAG/19),” Pattaya, Thailand, 27 to 30 May 2014
2. “The 20th Meeting of the Regional Airspace Safety Monitoring Advisory Group (RASMAG/20),” Bangkok, Thailand, 26 to 29 May 2015
3. “The 3rd Meeting of the Regional Airspace Safety Monitoring Advisory Group (RASMAG) Monitoring Agency Working Group (MAWG/3)”, Canberra, Australia ,30 November to 4 December 2015