



SIXTEENTH MEETING ON THE IMPROVEMENT OF AIR TRAFFIC SERVICES OVER THE SOUTH ATLANTIC (SAT/16)

(Recife, Brasil 4 to 6 May 2011)

Agenda Item 1.3: Air Traffic Management (ATM)

Safety report of the LHD Monitoring Team of the EUR-SAM Corridor

(Presented by SATMA)

SUMMARY

This WP presents to the SAT States the evolution of LHD in the EUR-SAM Corridor from April 2.010 until February 2011.

1. INTRODUCTION

According to the terms of reference of Conclusion SAT14TF1/8, the LHD Monitoring Team, coordinated by SATMA, started its work on July 2.009. The task of the LHD Monitoring Team was reinforced on SAT15 with Decision SAT15/01 where “SATMA, as coordinator of the LHD Monitoring Team, will send to Acc’s involved in one specific deviation, the LHD report received for its investigation”.

As explained bellow, the work of the LHD Monitoring Team, sending its monthly reports, starting its investigations, as well as, a more involvement from IATA reporting LHD’s and investigating the LHD send by SATMA are improving the culture of safety over the EUR-SAM Corridor ACC’s.

This report presents to SAT16 States the evolution of the LHD reported to SATMA for the period April 2.010 to February 2.011.

2. DISCUSSION

During this period, 124 LHD were reported to SATMA by the focal points of the EUR-SAM Corridor ACC’s (121 reports) and IATA (three reports).

The most common reason of the LHD, 117 reports, is still the same than on previous SATMA reports, “operational coordination error between adjacent ACC’s”. Among them, 13 of these reports are related to the use of the OLDI Link. The cause of these operational errors are as follows;

- Entry into airspace at incorrect flight level.- 55 reports
- No revision of the ETO over the boundary point by the transferring ACC.- 32 reports
- Total lack of data (traffic without estimate over the boundary).- 30 reports

7 LHD are qualified as “others” that includes possible pilot misunderstanding, Communication problems and cases impossible to qualify.

Despite the implementation of CPDLC communications, still 3 reports about the impossibility of establishing communications during all the transit over one specific ACC have been reported to SATMA.

The important number of the LHD reported for this period, a total of 124 LHD’s received, shows an important increase compared with the number of LHD received by SATMA and discussed on past SAT Meetings, (51 on SAT15 and 43 on SAT14TF1). This fact does not necessarily mean that the number of operational errors is increasing.

There is evidence that the culture of reporting is improving in all ACC’s; IATA is sending LHD reports to SATMA and investigating them, and by first time, SATMA is receiving reports about lack on revision of the ETO over the boundary as well as reports about the use of CPDLC . As a conclusion of that, all partners involved have a step by step improved culture of safety and, that means to fill more reports.

Following the Decision SAT15/01, SATMA send, for its investigation, to the involved ACC’s the LHD reports send by its adjacent ACC. Only in 29 cases, the result of the investigation of the ACC’s has been transmitted to SATMA.

7 LHD reports have been send to IATA for its investigation, on 2 cases the result of the investigation has been communicated to SATMA

Not always the results of the investigations are clear. Sometimes there is a contradiction between ACC’s or the ACC with the aircraft operator; some examples will be provided during the Meeting. Since October, any investigation result has been received by SATMA.

Some LHD reports send by Piarco, Rochembeau ACC’s or Carsama about LHD inside its airspaces are not considered on this report; the reason is that the deviations are out of the EUR-SAM Corridor airspace. The same consideration is applicable to route UA302.

A more detailed analysis, as distribution of LHD by fix point, ATS route, especial cases and the outcome of the investigations will be provided as presentation and annex to this WP and will be discussed during this SAT16 Meeting.

3. ACTION BY THE MEETING

The SAT16 Meeting is invited to analyse and discuss the conclusions of this WP as well as the annex to it and to encourage SAT ACC’s and aircraft operators to reinforce the policy or reporting as a way to detect, solve and implement common safety solutions along the EUR-SAM Corridor.

— END —