



SEVENTEENTH MEETING ON THE IMPROVEMENT OF AIR TRAFFIC SERVICES OVER THE SOUTH ATLANTIC (SAT/17)

(Canary Islands, Spain 18-20 April 2012)

Agenda Item 2: Air Traffic Management (ATM)

2.2 SATMA report on Traffic Statistics, Safety procedures and operational procedures in the EUR/SAM corridor

LHD Monitoring Team Report for 2011

(Presented by SATMA)

SUMMARY:

This WP presents to SAT States The evolution of the LHD's in the EUR-SAM Corridor during 2011

1. INTRODUCTION:

The LHD Monitoring Team was created by Conclusion SAT14TF1/8 and started its work on July 2008. On SAT15 the task and terms of reference of the LHD Monitoring Team was reinforced 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".

The work of the LHD Monitoring Team, sending its monthly reports, the investigation of the reports, the coordination with other Monitoring Agencies adjacent to SAT area, as well as a more involvement of IATA are improving the culture of safety over the EUR-SAM Corridor

This paper presents to SAT States the evolution of the LHD reported to SATMA by ACC's, other Monitoring Agencies and IATA during 2011. Normally the period of these reports was presented from one SAT to the next SAT Conference, it means from April to February but that was not consisting with the collision risk assessment, presented for a year period (from January to December). For that reason this LHD report for 2011 includes the LHD of January and February 2011 already analyzed on the previous SAT16 Meeting

As usual, the LHD affecting UA302 are not considered on this report but, for its investigation, are communicated to the ACC's involved

2. DISCUSSION

During this one year period a total of 206 LHD reports were reported to SATMA, most of them by the focal points of the EUR-SAM Corridor; also AFIRMA and IATA send some reports.

The common reason of all these 206 reports is still the same than the reviewed on previous SAT Meetings “operational coordination error between adjacent ACC’s”. Among them, 12 of these reports are related to the use of the OLDI link. The causes of the operational coordination errors are as follows:

- 92 Cases of “entry into airspace at incorrect flight level”. Normally no revision of the flight level communicated on the previous estimate (verbal or OLDI)
- 56 Cases “lack of in data over the common boundary point”. Normally traffic without estimate over the boundary fix point
- 55 Cases “no revision of the estimate, ETO, over the boundary fix point”
- 2 Cases “estimate for different COP”
- 1 Case “lack of separation over the boundary fix point”

The amount of LHD’s reported has not a relationship with the number of the movements of the ATS route; the most congested route, UN873, has the lowest average of LHD; 0,40% LHD’s per 100 movements. On the opposite side, the Random route has 10,3 % LHD,s. The number of movements of the Random route, only 261, is based on the traffic overflying Canaries airspace and probably this figure should be higher due to traffic entering in the Corridor from other airspaces, but the number of LHD’s reported on this Random route, 27, and the average, 10,3% is something can be worrying

The outcome of 40 investigations have been communicated to SATMA. On that conclusions there are 4 cases reflecting problems with radio or CPDLC communications as well as one loss of separation over the boundary fix point. A more detailed analysis, as distribution of LHD per fix point, ATS route, outcome of some investigations and special cases will be provided as annex to this WP and it will be discussed during the SAT17 Meeting

The important and increasing number of LHD’s reported during this one year’s period, from 43 in SAT14TF1 to the 206 reported in SAT17, is not an indication that the Corridor has more deviations now than in 2.008; the increasing number of reports is an evidence that the culture of “reporting” is clearly improving, the reports are more and more investigated, the coordination with the adjacent RMA’s is now a fact and all EUR-SAM Corridor partners are getting step by step more involved in this culture of safety,

3. ACTION BY THE MEETING

The SAT17 Meeting is invited to analyse and discuss the conclusions of this WP and annex and to encourage SAT ACC’s, aircraft operators and adjacent RMA’s to continue reinforcing the culture of safety by reporting and analyzing the LHD, as well as to solve and implement common safety solutions along the EUR-SAM Corridor

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