



**FIRST MEETING OF SAT/14/TASK FORCE
SAT14/TF1**

(Sal, Cape Verde, 10-12 June 2009)

Agenda Item 5: Improvement of the airspace structure in the EUR/SAM Corridor

Proposal of new coordination procedures between adjacent ACC's to reduce and prevent LHDs due to operational errors
(Presented by SATMA)

SUMMARY

This paper is a proposal for new ATC unit to unit operational coordination procedures as well as aircraft general radio communication procedures to reduce the number and consequences of LHDs due to operational errors

1. INTRODUCTION

All reported LHDs in EUR-SAM Corridor for the period July 2.007- 2.008 are due to “operational error in ATC unit to unit coordination”. The most common errors are lack of revision of the cleared FL to the next ACC and lack of transmission of the estimate to the next ACC. These operational errors are not associated to recent operational implementations as RVSM or unidirectional routes

The “operational error in ATC unit to unit coordination” is also detected in other RMA's and some general procedures for ATC staff regarding communications, phraseology, supervision, etc., as well as recommendations for the ATS Authorities have been implemented as a global program to prevent these operational errors. SATMA proposes to SAT States to reinforce this global prevention program with specific operational coordination procedures to be applied, if agreed, in the EUR-SAM Corridor ACC's as follows:

2. DISCUSSION

2.1 In cases were needed, the respective LoA's between adjacent ACC's of the EUR-SAM Corridor should be amended with the following operational procedures:

a) Transferring ACC

In cases where the position of the aircraft is 10 minutes (80NM) or less to the boundary with the receiving ACC, except imperative previous coordination and emergencies, the transferring ACC will never modify the cleared flight level and Mach number of the aircraft different from the ones communicated to the next ACC on the previous traffic estimate.

Traffic on climb/descend phase must be established at the cleared flight level at least 10 minutes (80NM) before the boundary with the next ACC

b) Receiving ACC

In cases where the position of the aircraft is 10 minutes (80NM) or less from the boundary with the transferring ACC, except imperative previous coordination and emergencies, the receiving ACC will never modify the cleared flight level and Mach number of the aircraft different from the ones communicated by the transferring ACC on the previous traffic estimate

2.2 Supplementary procedures for aircrafts in case of air/ground communication failure and lack of any relay with other aircraft/ATC unit is available

Despite of already established offset procedures for aircrafts flying along the EUR-SAM Corridor, aircrafts will perform a lateral right offset of 10NM in cases when:

- a) Impossible two way radio communication with the ATC after trying the radio communication at least during 15 minutes
- b) When performing and ATC clearance with additional restriction, (time to reach the cleared flight level, mach number, etc.) and the position of the aircraft is 10 minutes (80NM) or less to the next boundary

In all cases, aircrafts will inform the ATC of its lateral 10NM offset as soon as suitable radio communications were re-established

3. **ACTION BY THE MEETING**

The SAT14/TF1 Meeting is invited to analyse and discuss the procedures reflected in this WP and, if agreed so, to define a target day to implement, in cases were needed, this procedures on their respective LoA's and AIP's
