



EIGHTEENTH MEETING ON THE IMPROVEMENT OF AIR TRAFFIC SERVICES OVER THE SOUTH ATLANTIC (SAT/18)

(Dakar, Senegal, 17 to 19 July, 2013)

Agenda Item 2: Air Traffic Management (ATM)

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

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 January 2.012 until December 2.012

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”.

This report presents to SAT18 States the evolution of the LHD reported to SATMA for the period January 2.012 to December 2.012

2. DISCUSSION

During this period, 57 LHD reports were delivered to SATMA by the focal points of the EUR-SAM Corridor ACC’s (57 reports).

The most common reason of the LHD, 56 reports, is still the same than on previous SATMA reports, “operational coordination error between adjacent ACC’s”. The causes of these operational errors are as follows;

- Entry into airspace at incorrect flight level: 27 reports
- Entry into airspace at incorrect estimate & Flight Level: 01 report

- No revision of the ETO over the boundary point by the transferring ACC: 14 reports
- Total lack of data (traffic without estimate over the boundary): 11 reports
- Entry into airspace at different coordinated COP: 02 reports
- Flight crew climbed without ATC Clearance: 01 report
- Technical issues: 01 report

The number of the LHD reported for this period, a total of 57 LHD's received, shows an important decrease compared with the number of LHD received by SATMA and discussed on past SAT Meetings, (124 on SAT16 and 206 on SAT17). This fact does not necessarily mean that the number of operational errors is decreasing.

Following the Decision SAT15/01 SATMA continue sending, for its investigation to the involved ACC's, the LHD reports send by its adjacent ACC. Only in 07 cases, the result of the internal investigation of the ACC's has been transmitted to SATMA.

Some LHD's reports send by ACC's were not considered on this report; the reason is that the deviations are out of the EUR-SAM Corridor airspace.

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 SAT18 Meeting

3. ACTION BY THE MEETING

- a) The SAT18 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
- b) In order to propose mitigation measures to help reduce the LHD's, SAT ACC's are recommended to submit to SATMA every three months the results of their internal investigations indicating conclusions, causal factors of the deviations and corrective actions implemented.
- c) Regions are encouraged to adopt the measure implemented by GCCC and GVSC in the respective Letter of Agreement (Annex) which involves no change of flight level and route of the traffics 30 nautical miles before reaching the FIR boundary.
