



ICAO

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**Twenty-Seventh Meeting of the Regional Airspace Safety
Monitoring Advisory Group (RASMAG/27)**

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

**THE PROCESS TO EXTRACT LARGE HEIGHT DEVIATION (LHD) REPORTS
FROM AEROTHAI INCIDENT DATABASE**

(Presented by MAAR)

SUMMARY

This paper presents the updated LHD reporting process between AEROTHAI (Thailand) and the Monitoring Agency for Asia Region (MAAR) by the direct access to the incident database. The updated process aims to make sure that MAAR receives as many LHDs as possible while not imposing additional workload for Bangkok ACC controllers and Bangkok FIR's LHD POC.

1. INTRODUCTION

1.1 In preparation for a tentative ICAO Universal Safety Oversight Audit Program (USOAP) Continuous Monitoring Approach (CMA), the Civil Aviation Authority of Thailand (CAAT) and Aeronautical Radio of Thailand Ltd. (AEROTHAI), Thailand's air navigation services provider, reviewed Thailand's LHD reporting process, which is specified as the Protocol Question (PQ) 1.117. As part of AEROTHAI's Safety Management Department, MAAR staff were also involved in the review.

1.2 The review prompted AEROTHAI to initiate a more explicit and efficient process of reporting LHDs to MAAR, given that MAAR staff could directly access AEROTHAI safety database.

2. DISCUSSION

2.1 The Standard Operation Procedures (SOP): Notification, Reporting, and Investigation of Air Traffic Occurrences (SOP: NRI-ATS), published by the Safety Management Department of AEROTHAI, already covers the reporting LHD occurrences. The definition, classification and examples of LHD are also described in the SOP. When an air traffic occurrence is reported by a controller, the information is managed in the AEROTHAI reporting system. The LHD point of contact (POC) of the Bangkok FIR is responsible for monitoring all occurrences in the reporting system and identifying the occurrences that can potentially be LHDs. The Bangkok FIR's LHD POC then submits the extracted LHD information into the MAAR's online LHD reporting system.

2.2 The review of LHD reporting process (as described in 2.1) revealed that LHD occurrences can also be labeled as other types of safety events as deemed appropriate by the controllers. And all LHD reports may not be marked as LHDs. Hence, the process of identifying LHDs from AEROTHAI reporting system is expanded to cover the following types of events:

- loss of separation;
- no transferring information / coordination error;

- readback-hearback error;
- unintentional flight level change / incorrect flight level;
- deviation / deviation due to weather;
- TCAS;
- aircraft technical problem / AIDC error; and
- other ATC difficulties.

2.3 The updated process aims to make sure that MAAR receives as many LHDs as possible while not imposing additional workload for Bangkok ACC controllers and Bangkok FIR's LHD POC. The BACC controllers only have to follow the SOP: NRI-ATS of AEROTHAI to report air traffic occurrences via AEROTHAI reporting system without having to learn what types of incidents could be classified as LHDs.

2.4 Being able to access the AEROTHAI reporting system, MAAR staff can directly extract the occurrences that can potentially be classified as LHDs. If needed, more information can be obtained from the Bangkok FIR's LHD POC or the ATS investigation team. After some analysis, MAAR staff can summarize and record the detail of each LHD in the MAAR Online LHD Reporting System. This process is conducted at least once a week to make sure that relevant information is still available.

2.5 MAAR and the Bangkok FIR's LHD POC have promoted the reporting of LHDs and the classification to the controllers at Bangkok Area Control Center (BACC) to raise the awareness, enhance their understanding, and improve quality of the occurrence report.

2.6 States are urged to utilize the ANSPs' existing occurrence reporting mechanism to collect airspace occurrence reports (LHD/LLE/LLD) in order to reduce controllers' workload in both aspects - reporting efforts and the requirement to maintain the knowledge of what could be classified as airspace occurrences.

3. ACTION BY THE MEETING

- 3.1 The meeting is invited to:
- a) endorse the proposal described in paragraph 2.6;
 - b) note the information contained in this paper; and
 - c) discuss any relevant matters as appropriate.

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