Agenda item 3: SAT Collision Risk Assessments (CRA)

a) ARMA, CARSAMMA, SATMA Activities

LHD/LLD/LLE Occurrence Reporting

(Presented by LHD Reporting Team)

SUMMARY	
This Working Paper presents a new Navigation Error Investigation Form for reporting Large Height Deviations (LHD), Large Lateral Deviations (LLD), and Large Longitudinal Errors (LLE) in the EUR/SAM Corridor. The form has been developed in coordination with the LHD Reporting Team to facilitate and harmonize occurrence reporting.	
Strategic Objectives	- *Safety*

1. Introduction

1.1 SATMA has identified the need to facilitate and promote the reporting of occurrences related to Large Height Deviations (LHD), Large Lateral Deviations (LLD), and Large Longitudinal Errors (LLE) within the EUR/SAM Corridor. Experience has shown that the collection of occurrence data can be challenging due to the complexity of existing reporting processes and the diversity of reporting sources.

1.2 To support a more practical and consistent reporting process, SATMA, in coordination with the ***LHD Reporting Team,*** has developed a Navigation Error Investigation Form intended to simplify the submission of LHD, LLD, and LLE occurrence information by air navigation service providers, operators, and other relevant stakeholders.

2. DISCUSSION

2.1 The proposed reporting form has been coordinated with the LHD Reporting Team and incorporates the operational information considered necessary for occurrence assessment and trend monitoring.

2.2 While the form is not identical to the reporting format contained in ICAO Document 10063, it has been designed with the objective of reducing reporting complexity and encouraging timely submission of occurrence data. The form aims to capture the essential information required for safety analysis while minimizing the burden on reporting organizations.

2.3 SATMA considers that a simplified reporting process can contribute to improving the quantity, quality, and consistency of occurrence reports received from stakeholders operating within the EUR/SAM Corridor.

2.4 The proposed Navigation Error Investigation Form is included as **Appendix A** to this Working Paper.

3 ACTION BY THE MEETING

3.1 The meeting is invited to:

a) note the information presented in this working paper;
b) provide comments and recommendations for its improvement; and
c) support the harmonized use of the form, as appropriate, to facilitate occurrence reporting within the EUR/SAM Corridor.

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APPENDIX A

NAVIGATION ERROR INVESTIGATION FORM

Reporting Unit:			
Date of reporting:			
Type of Error: (~~in~~ tick only one)	☐ LHD (Vertical)	☐ LLD (Lateral)	☐ LLE (Longitudinal)
Observed Deviation/Magnitude :	(+/-ft)	(NM)	(NM)
Duration of deviation (seconds):			
Cleared Flight level:			
Observed Flight Level			
Comply with the ICAO Annex 2 Tables of Cruising Levels	☐ Yes ☐ No		
Position where error was observed: (lat/long or Fix)			

Details of Aircraft		
	First Aircraft	**Second Aircraft** (LLE or when there are 2 involved aircraft)
Callsign:		
Operator Name:		
Aircraft Type:		
Date of Occurrence:		
Time (UTC):		
Origin:		
Destination:		
Cleared Route/Track:		
ADS-C/CPDLC:	☐ ADS-C ☐ CPDLC	☐ ADS-C ☐ CPDLC

Detailed Description of Deviation
Action taken by ATC:
Crew comments when notified of deviation:
Detailed Description:

Report to SATMA of:

- (LHD): an altitude deviation of 300ft or more, including those due to TCAS, Turbulence and Contingency Events
- (LLD): Any lateral deviation from the current flight plan track (more than 30 NM), including weather deviations and other contingency events
- (LLE): Infringement of longitudinal separation standard based on routine position reports.

South Atlantic Monitoring Agency (SATMA) E-Mail: satma@enaire.es

The information contained in this form is confidential and will be used for statistical safety analysis purposes only.