



**Agenda Item 7: Other issues**

**Other matters related to flight safety and coordination procedures of Letters of Operational Agreement**

(Presented by the Secretariat)

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| <b>SUMMARY</b>  |                   |
| This working paper is intended to inform the Meeting on the evolution of LHD in most critical points of transfer in the SAM Region, to the effect that States establish mitigating procedures in their Letters of Operational Agreement to reduce the occurrence of LHD events. |                   |
| <b>REFERENCE:</b>   |                   |
| - SAM/IG/12 Meeting<br>- GTE/13 Meeting   |                   |
| <i>ICAO strategic objectives:</i>   | <i>A - Safety</i> |

**1. History**

1.1 The Thirteenth Meeting of the GREPECAS Scrutiny Group (GTE/13), held in Lima from 9 to 13 September 2013, made a safety assessment of RVSM airspace in CAR/SAM FIRs. The meeting noted the evolution of large height deviations (LHDs) in the CAR/SAM FIRs, mainly in M and N categories.

1.2 The high number of “M” and “N” coded LHDs showed the need for a better coordination between adjacent air traffic control units, which could be achieved by sensitising and training controllers in coordination matters, and by better describing the procedures in the Letters of Operational Agreement.

**2. Analysis**

2.1 The points of transfer identified for the SAM Region in **Table 1**, shall be taken into account both specifically and generally in the Letters of Agreement, which should indicate the mitigation measure to prevent that type of errors, that must have been already identified by States, thus ensuring better safety management. Table 1 shows the LHD critical events in 2012 in comparison with 8 months of 2013.

| <b>LHD</b>    | <b>AÑOS</b> |                        |
|---------------|-------------|------------------------|
|               | <b>2012</b> | <b>8 meses de 2013</b> |
| <b>Puntos</b> |             |                        |
| VESKA         | <b>80</b>   | <b>34</b>              |
| PIGBI         | <b>35</b>   | <b>19</b>              |
| VAKUD         | <b>28</b>   | <b>17</b>              |
| PALAS         | <b>24</b>   | <b>11</b>              |
| SBAODIII2     | <b>22</b>   | <b>22</b>              |
| SBAOSUEO      | <b>23</b>   | <b>21</b>              |
| IREMI         | <b>19</b>   | <b>12</b>              |
| BEROX         | <b>14</b>   | <b>12</b>              |

**Table 1**

2.2 Some FIRs have decided to automate transfer, with the cost involved for that. However, there is still a coordination issue that is not reflected in the Letters of Operational Agreement between adjacent FIRs, especially regarding the reception of flight plans, the duplication of flight plans, the lack of transfer specifications concerning aircraft attitude (climb/descent) or the delivery of a flight at the level at which traffic will be delivered.

2.3 Based on the aforementioned, it is of utmost importance to encourage States to conduct a more thorough review of the coordination procedures established in their Letters of Operational Agreement, in order to minimize the operational errors affecting safety as detailed above and in particular on the identified transfer points.

3. **Suggested action:**

3.1 The Meeting is invited to analyze the data provided and recommend procedures to be reflected in Letters of Operational Agreement, in order to reduce drastically the occurrence of LHD events in the SAM Region.

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