



**Tenth GREPECAS Scrutiny Working Group Meeting
(GTE/10)**

Mexico City, Mexico, 13-17 December 2010

Agenda Item 4: Other business

**ATM/CNS TRILATERAL MEETING AMONG ARGENTINA, BRAZIL AND URUGUAY, TO
ANALYSE LHD IN THE SOUTH ATLANTIC**

(Presented by the Secretariat)

| SUMMARY | |
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| This working paper presents a summary of the matters dealt with during the ATM/CNS Trilateral Meeting among Argentina, Brazil and Uruguay (SAM ATM/CNS South). | |
| References: | |
| <ul style="list-style-type: none">• ATM/CNS Trilateral Meeting among Argentina, Brazil and Uruguay, to analyse LHD in the South Atlantic (SAM ATM/CNS South) Report. | |
| Strategic Objectives | <i>This working paper is related to Strategic Objectives A – Safety D – Efficiency</i> |

1. Introduction

1.1 The ATM/CNS Trilateral Meeting among Argentina, Brazil and Uruguay, (SAM ATM/CNS South) was carried out in Lima, Perú, on 13 August 2010. Nine participants from the above-mentioned States assisted to this meeting.

1.2 The main objective of the Meeting was to analyse the result of the Ninth Meeting of the Scrutiny Group (GTE/9), with respect to the South Atlantic airspace (AORRA), the communication means ground-ground between ATS and ground-air units in the South Atlantic, were analysed, and ATS and SAR procedures were analysed.

2 Discussion

2.1 First, the Meeting took note of large height deviations produced in the South Atlantic, and particularly in the Aeronautical Information Regions of States involved, and also the metrics used to measure implementation progress of mitigating measures in order to reduce safety risk.

2.2 As a basis, the Meeting took into consideration that the GTE Ninth Meeting (GTE/9) was held during the week from 8 to 12 March 2010, where a significant increase was identified regarding large height deviations (LHD) in the oceanic airspace of the South Atlantic, *Atlantic Ocean Random Routing Area - AORRA* in flights between Ascension Island and Falkland Islands, involving Argentina, Brazil and Uruguay FIRs. These LHDs do not have origin in aircraft instrument failures but are related to aircraft flying for several hours without communications with the ACCs involved; therefore, without the necessary coordination among them, which considerably increases the total risk in the Region.

2.3 During the GTE/9 Meeting, it was also informed on the agreements reached among the three aforementioned States, and it was requested that this situation be thoroughly analysed among them, in order to reach a definitive solution to these events, and formulated Conclusion GTE/9-1 – *Actions to be adopted by States to reduce coordination errors between adjacent ACCs*, where States are requested to take actions proposed in such conclusion, in order to reduce coordination errors between adjacent ACCs. These actions are additional to the error prevention measures in the communication cycle between adjacent ACCs approved through Conclusion GREPECAS 15/36.

“Conclusion GTE/9-1 Actions to be adopted to reduce coordination errors between adjacent ACCs

That CAR/SAM International Organizations, in addition to the error programme in the communication cycle between adjacent ACCs, take into account the following matters:

- a) Develop training programmes for air traffic controllers, and to include the importance of air traffic coordination between ATC units within the curricula of basic courses;*
- b) Carry out a revision of letters of agreement between ACCs, so as to contemplate the inclusion of procedures and mechanisms for information exchange of coordination incidents among ATC units; and*
- c) Include the implementation technology that permits automatic coordination between ATS units within the development plans.”*

2.4 The Uruguayan delegation presented the process carried out after taking note of the situation presented in the Oceanic Sector of Montevideo FIR. This process has been initiated after receiving the LHD report of January 2010 made by CARSAMMA, which was timely sent by the SAM Regional Office, where several deviation situations occurred due to the lack of ATC coordination in flights within the AORRA, from EGYPT (Mount Pleasant) with destination FHAW (Ascension Island).

2.5 The meeting noted that the Air Traffic Head Office had sent an AFTN message to EGYPT during the first days of March, formally requesting to send FPL, DEP, ETO and CPL messages for flights that affect the Eastern Montevideo FIR. In addition to this action, a statistics estimate was made from 12/02/2010 until 12/03/2010 of AFTN messages received with the information on flights between FHAW and EGYPT, and vice-versa.

2.6 The meeting satisfactorily noted the actions adopted by Uruguay and requested to continue with the follow-up of flight plans reception and other related messages, and to notify the corresponding points of contact from Argentina and Brazil, when the same were not received, in order to continuously monitor the situation. Argentina offered to carry out the same task, collecting information on flight plans and DEP, DLA, CPL, EST, etc. messages associated to such flight plans, and to transmit such information to Uruguay, in order to make a wider follow-up.

2.7 On the other hand, Argentina informed that the reception/coordination of FPL, DLA, CPL, EST, etc. of the above-mentioned flights has been very poor up to date, and in spite of having communication channels that enable ATS messages exchange with the ACCs and ATS units in their respective jurisdictions in the South Atlantic oceanic airspace *Atlantic Ocean Random Routing Area - AORRA*.

2.8 Brazil also informed that during the ATM/CNS Multilateral Meeting held from 14 to 18 September 2009, they presented some large-height deviations (LHD) occurred in the South Atlantic and the consequent difficulties being faced by the Atlántico ACC, with regard to flights from Falkland Islands, with destination to Ascension Island in view of the lack of transference of flights in the Atlántico FIR boundary.

2.9 In such event, ATS coordination transitory procedures in the South Atlantic AORRA were prepared. These procedures were preliminarily adopted until States establish a Letter of Operational Agreement where more appropriate operational measures may be agreed upon.

2.10 The meeting analysed the situation of the airspace under revision and considered that additional measures should be taken to those proposed by GREPECAS, in order to solve or reduce the lack of information of flights operating in the area and further become LHD reports.

2.11 Based on the previous analysis, and the exchange of points of view among the three delegations, the following actions were agreed for implementation:

1. Argentina will review and update the ATS/SAR letter of Agreement between Comodoro Rivadavia ACC (Argentina) and Falklands/Mount Pleasant (United Kingdom) CTR, in order to respond to current air traffic and safety requirements. Finalization date of this task has been set to 31 December 2010.
2. Uruguay will take actions in order to provide air traffic services in the oceanic area of Montevideo FIR, implementing means that enable such provision. To comply with this service, Uruguay will analyse the different alternatives, among which there is the availability of HF equipment in SAM 2 frequency family, or will additionally implement ADS-C and CPDLC to manage air traffic in the airspace mentioned before, or the implementation of both alternatives. Finalization date of this task has been set to 31 August 2011.
3. In case of the above is not feasible, it will evaluate the possibility to reach an operational agreement with Argentina or Brazil to provisionally delegate the Oceanic Sector of Montevideo FIR, until they count with appropriate means to provide the corresponding ATS services and ensure safety in the area under analysis. Finalization date of this task has been set to 31 August 2011.
4. Among coordination procedures in the airspace of Comodoro Rivadavia and Ezeiza FIRs (Argentina), Montevideo FIR (Uruguay) and Atlántico FIR (Brazil), the following procedures established were evaluated and agreed:
 - a) To continue and if not done so, implement the error prevention programme in the communication cycle between adjacent ACCs approved through GREPECAS Conclusion 15/36.

- b) To analyse and improve and if possible, implement transitory procedures for ATS coordination among mentioned FIRs.
- c) When appropriate, to include such procedures, as well as other air traffic en-routing measures in the area, in a letter of operational agreement (LOA) among administrations involved.
- d) That Uruguay continues with the coordination initiated, collecting the information carried out so far as regards FPL reception and associated messages, as well as the statistics of such information, and that the same is sent to parties involved.
- e) That Argentina initiates the same data collection of FPLs and associated messages and shares such information with the concerned States.
- f) That when Brazil identifies a LHD send it as soon as possible to States involved, in order enabling an immediate analysis of causes that lead to the LHD report.
- g) Any other measure that States deem pertinent.

2.12 It is expected that once the above-mentioned measures are reduced, the number of incidents and related LHD related with the lack of air traffic coordination between Atlántico FIR (Brazil), Montevideo FIR (Uruguay), Ezeiza and Comodoro Rivadavia FIRs (Argentina), as follows:

- 40% after the first year of implementing measures agreed;
- 70% after the second year; and
- 90 % after the third year.

3 Suggested action

3.1 To take note of the information provided and if applicable, States which so decide, use the information presented herewith as reference, for the solution of their LHDs.