



**Twentieth Meeting on the Improvement of Air Traffic
Services over the
South Atlantic (SAT/20)**

(Abidjan, Côte d'Ivoire, 1-5 June 2015)

Agenda Item2: Air traffic management (ATM)

“EUR/SAM CORRIDOR DATA FOR RISK ASSESSMENT”

(Presented by SATMA)

SUMMARY

This paper presents a revision of the schedule for the next RVSM/RNP10 safety assessment in EURSAM corridor (collision risk model), LHD reported analysis and actions to be taken.

Reference:

Action by the meeting in paragraph 3

1.BACKGROUND

SATMA, as monitoring Agency, was committed by SAT group to conduct studies and required Assessments to analyse the conditions for the Safety application of RVSM-and RNP10 in EUR/SAM Corridor. The EUR/SAM corridor became an RVSM-RNP10 area in January 2002 after an initial Safety Assessment.

It became mandatory to perform and present periodically an RVSM RNP-10 Post-implementation Analysis about the situation in the EUR/SAM Corridor in order to ensure that critical parameters stay between safe figures and that required Target Level of Safety keeps bellow allowed figures.

Following RMA functions established by ICAO, SATMA has been performing required periodical Risk Assessment for the Region since RVSM/RNP10 was emplaced in EUR/SAM corridor.

As a matter of interest, a new recommendation has been emplaced by RMAs group in order to initiate surveys to pursue any aircraft that might fly RVSM space without the given certification.

2.DATA SET REQUIREMENTS

In last SAT 19 it was concluded that

Conclusion SAT19/04: EUR/SAM Corridor Traffic Data Collection
That:

a) Taking into account the necessary traffic data for airspace planning, safety assessment and statistics in the EUR/SAM Corridor, Brazil, Cape Verde, Spain and Senegal will collect the Air Traffic Movement data in a period of six months (Jan-Jun), in accordance with form provided in SATMA website.

b) This data shall be sent to SATMA up to 30th September each year.

c) SATMA will use the mentioned Air Traffic Movement data to perform the corresponding Safety Assessment, to be presented in the following year to the SAT Meetings

Although same data has been late, SATMA has finally received traffic data required (Jan-Jun 2014) and is in disposal to develop Jan/Jun 2014 Safety Assessment based in CRM model. It will be finished in the next months and will be distributed to States along 2015.

Data requirement for 2015 Safety Assessment will include SIX MONTHS (JULY-DEC 2015) to be delivered before February 2016.

Form other side, the “roadmap for a new concept or airspace based en RNP4” to be presented by ICAO includes several tasks related to Safety Assessment. SATMA will study case by case and notify States about new requirements, apart from the contained in this paper.

3.LHD 2014 reports

Since LHD Monitoring Team is giving good results in classifying and coordination, some parameters that impact directly on the model seems to be a little bit underestimated. It is important that all information available is registered, so duration and causes should be as clear as possible.

SATMA has been reported monthly by States all along 2014, so deviations has been classified and analysed by LHD monitoring team. Annex I presents the results.

4. Action by THE MEETING

The Meeting is invited to:

1. Take note of the information provided about 2014 Safety Assessment in ERSAM Corridor.
2. Remember that DATA models to send is included the document “DATA NEEDED FOR EUR/SAM MONITORING AND ASESSEMENTS” published in SATMA website (www.satmasat.com) since SAT14.
3. Taking into account the necessary traffic data for airspace planning, safety assessment and statistics in the EUR/SAM Corridor, Brazil, Cape Verde, Spain and Senegal will collect the 2015 Air Traffic Movement data in a period of six months (July-Dec), in accordance with form provided in SATMA website. Data to be delivered before February 2016