



ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

WESTERN AND CENTRAL AFRICA OFFICE

**Twenty-Third Meeting on the Improvement of Air Traffic Services over the South Atlantic
(SAT/23)**

Durban, South Africa, 6-8 June 2018

Agenda Item 2: Air traffic management (ATM)

**EUR/SAM CORRIDOR 2017 RISK ASSESSMENT AND LARGE HEIGHT DEVIATION
REPORT STATISTICS**

(Presented by SATMA)

SUMMARY
This paper presents 2017 RVSM/RNP10 safety assessment report in EURSAM corridor and the 2017 LHD reports statistics.
REFERENCE(S):
Related ICAO Strategic Objective(s):

1. INTRODUCTION:

1.1 SATMA, as monitoring Agency, was committed by SAT group to conduct studies and required Assessments to analyze 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.

1.2 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.

1.3 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. DISCUSSION:

2017 SAFETY ASSESSMENT

2.1 Since 2016, the LHD default time -value to be applied when real data is not available-, was revised accordingly (5 minutes if not available) as new systems, aircraft capabilities, coverage and procedures (OLDI, ADS, Satellite) have improved ATC provision in the corridor. Further considerations regarding that issue will be on the table at time of PBCS implementation, as ADS-C (RSP180) brings a higher surveillance precision that may help to revise some LHD considerations.

2.1.1 2017 EUR/SAM Corridor Safety assessment report will available in www.satmasat.com

LHD MONITORING TEAM

2.2 Lack of information is the worst enemy for Collision Risk Model, the model adopted by ICAO for EUR/SAM RVSM/RNP10 Safety Assessments. When no data is available for input parameters, the values for hypothesis must be taken from the most conservative figures and this, of course, penalizes the results and conclusions. This is especially important for Oceanic Areas, as data estimations must be applied to large distances.

2.2.1 Up today, almost all medium/long term projects led by SAT group are targeting any kind of reduction between aircraft distances, looking for an optimal use of Flight levels and longitudinal separations in the corridor. Under this point of view, it becomes essential to reinforce LHD investigations in order to minimize those conservative values.

2.2.2 EUR/SAM airspace new concept introduces new challenges for the next years, not only in operations and procedures, but also in assessment. So a further step must be applied for the observance of LHDs/LD, as just deliver LHD reports to SATMA (before 5th of month) appears not to be enough. It is essential that each State sends LHD reports with all fields fulfilled and detailed and, if any data is not available, investigates the deviation within the collateral or involved company.

2.2.3 LHD monitoring team terms of reference will be reviewed to include Longitudinal Separation Deviations reports, as a future requisite for PBCS monitoring.

GENERAL DATA SET REQUIREMENTS

2.3 In SAT 20 it was concluded that: Conclusion 20/02: Improvement in quality and reliability of data That, EUR/SAM States/ANSPs are urged to improve the quality and reliability of the data they submit to SATMA by providing additional data on fleet capabilities including ADS-C/CPDLC connection and registration number.

Conclusion 20/05: Provision of LHD information and causes

That,

To ensure that the outcome of Safety Assessment that are based on the Collision Risk Model conducted for the EUR/SAM region is more representative of the prevalent risks, EUR/ SAM States/ANSPs are urged to

provide all available information related to Large Height Deviations including their duration and causes to SATMA.

2017/2018 DATA SET REQUIREMENTS

2.4 2017 EUR/SAM Corridor Safety Assessment was performed including traffic data regarding JANUARY TO JUNE 2017, and all year LHD.

2.4.1 For 2018 Safety Assessment States should send traffic data and LHD reports, as always. It is helpful for SATMA to receive traffic data it as soon as it is available, so a monthly basis deliver (similar to LHD) would be appropriate.

2.4.2 2018 Traffic Data received later than 31 December 2018 will be no be included in the Study

3. ACTION BY THE MEETING:

3.1. The meeting is invited to:

- a) Request each State send LHD reports (1-10 monthly) completely and correctly fulfilled;
- b) Take note of the traffic data delivery schedule for 2018 Safety Assessment in EURSAM Corridor;
and
- c) Remember that DATA models to be sent are included in the document “DATA NEEDED FOR EUR/SAM MONITORING AND ASESSMENTS” published in SATMA website.

-END-