



**FIFTEENTH MEETING ON THE IMPROVEMENT OF AIR TRAFFIC SERVICES OVER THE  
SOUTH ATLANTIC (SAT 15)**

**(LISBON, PORTUGAL 19- 21 MAY 2.010)**

**Agenda Item 1: Air Traffic Management (ATM)**

**LHD Monitoring Team  
Analysis of reported LHD (period June 2.009- March 2.010)**

(Presented by SATMA)

**SUMMARY**

This paper presents an analysis about the LHD reported to SATMA by the States through the LHD Monitoring Team for the period June 2.009- March 2.010

**1. INTRODUCTION**

The LHD Monitoring Team was implemented by conclusion SAT14TF1/08 with the objective of improving *just culture* along the EUR-SAM Corridor by reporting the LHD, identifying the causes that induced these LHD as a base to take preventive actions to minimize its effects.

**2. DISCUSSION**

During this 10 month period, 51 LHD's were reported to SATMA by the focal points of the EUR-SAM Corridor ACC's. On addition to this reporting process by the ACC's, a Meeting about this subject was held between SATMA and IATA during this period; IATA presented the way of reporting in NAT area and sent a letter to its members impelling them to notify any deviation.

Except in two cases, the reason of these LHD's is the "operational coordination error between adjacent ACC's". The most common operational error is "entry into airspace at incorrect flight level", 44 cases, followed by the "total lack of data" (traffic without estimate over the boundary) in 5 cases. Some of these "coordination errors between adjacent ACC's", 7 cases, are related to operational errors using the OLDI link.

Two reports are qualified as "other reasons": Possible controller/ pilot misunderstanding and a lateral deviation due to discrepancies with the flight plan route.

One LHD is reported on route UA302 (KODOS), as this route is not part of the EUR- SAM Corridor, it is not included in this analysis.

It is very important to highlight 4 cases where “traffic flying at incorrect flight level and without any radio contact along the relevant ACC” were reported

The 51 LHD reports received by SATMA for a 10 month period, compared with the 43 reports received for one year period, and discussed in the past SAT Meeting, do not necessary mean that the number of errors is increasing over the Corridor; in all ACC’s the culture of reporting is increasing and a good job of the LHD Monitoring Team, sending monthly the reports, is also detected. With the information contained in these reports the SAT Meeting has a more precise picture of the situation and is able to impel operational procedures and preventive actions to reduce the number of LHD minimizing its effects.

A more detailed analysis, as distribution of LHD per fix point, ATS route, etc. is provided as annex to this WP and will be discussed during the meeting.

### 3. Action by THE MEETING

The SAT/15 Meeting is invited to analyse and discuss the conclusions of this WP and encourage the ACC’s, as well as the aircrafts operators, the policy of reporting as way to improve the safety along the EUR-SAM Corridor.

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