



**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)**

**Common additional coordination procedures between adjacent ACC's to prevent LHD's**

(Presented by SATMA)

**SUMMARY**

This WP proposes the implementation of additional ATC unit to unit coordination procedures to prevent LHD's

**1. INTRODUCTION**

On addition to the safety procedures based on the use of ADS-C and CPDLC (where available) said before and as not all aircrafts are FANS1/A equipped or not all ADS-C/CPDLC connections are always successful, some complementary safety coordination procedures between adjacent ACC's to prevent LHD's are also recommended. These procedures are focussed on the bi- directional routes UN873 and UN857 due to the possibility of LHD with traffic in opposite direction and still with the responsibility of the adjacent ACC.

**2. DISCUSSION**

2.1 Coordination procedures (in cases where needed) between adjacent ACC's regarding bi-directional routes UN873 and UN857

a) Transferring ACC

In cases where the position of the aircraft is 10 minutes or less to the boundary with the receiving ACC, except imperative previous coordination and emergencies, the transferring ACC will never modify the cleared flight level and Mach number of the aircraft different from the ones communicated to the next ACC on the previous traffic estimate.

b) Receiving ACC

In cases where the position of the aircraft is 5 minutes or less from the boundary with the transferring ACC, except imperative previous coordination and emergencies, the receiving ACC will never modify the cleared flight level and Mach number of the aircraft different from the ones communicated by the transferring ACC on the previous traffic estimate.

2.2.- Supplementary safety procedures for aircrafts in cases of air/ground communications problems (radio or CPDLC) and relay with other aircrafts is not available.

Besides the already established offset procedures for aircrafts flying along the EUR-SAM Corridor, aircrafts will perform a lateral right offset of 2NM in cases where:

- a) Impossible, difficult or incomprehensive radio or CPDLC communications with the relevant ACC after trying to establish the communications at least during 10 minutes.
- b) Doubts and impossible confirmation of a clearance issued by ATC.
- c) When performing an ATC clearance with additional restriction (time to reach the cleared flight level, Mach number, etc.) and the position of the aircraft is 10 minutes or less to the next boundary.

In all cases, aircrafts will inform the ATC about this lateral 2NM offset as soon as suitable communications were re- established.

2.3.- General

- a) LoA's between adjacent ACC's should be updated regarding these coordination procedures.
- b) Each SAT State, at the agreed common date, should publish an AIC reflecting these procedures.

### 3. ACTION BY THE MEETING

The SAT/15 Meeting is invited to analyse and discuss the conclusions of this WP and the possibility of the implementation of these operational procedures together with the safety procedures based on ADS-C.

-----