

Appendix- E1

2014 SAFETY ASSESSMENT RESULTS – DEFAULT TIME DEVIATION REVISION

Tables 1 and 2 represent 2014 Vertical Operational Risk comparing two different times for deviation time default.

Vertical collision operational Risk	Vertical collision operational Risk 2014					
	Canarias	SAL1	SAL2	Dakar1	Dakar2	Recife
10 mts	0.5068×10^{-6}	0.6960×10^{-6}	0.5452×10^{-6}	0.4574×10^{-6}	0.5268×10^{-6}	0.0361×10^{-6}
5 mts	0.3218×10^{-6}	0.5187×10^{-6}	0.4064×10^{-6}	0.2343×10^{-6}	0.2595×10^{-6}	0.0180×10^{-6}
Risk reduction	36.5%	25.5%		48.8%		50.0%

Tabla 1.

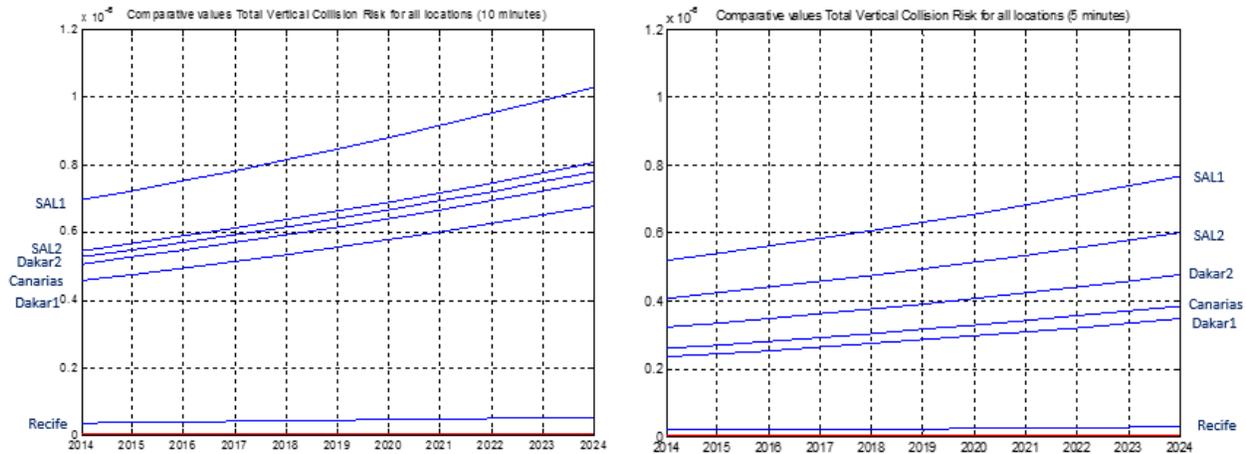


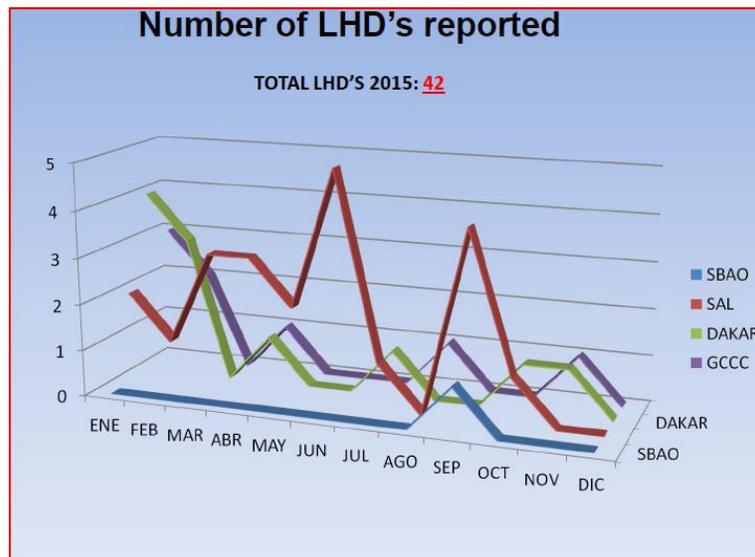
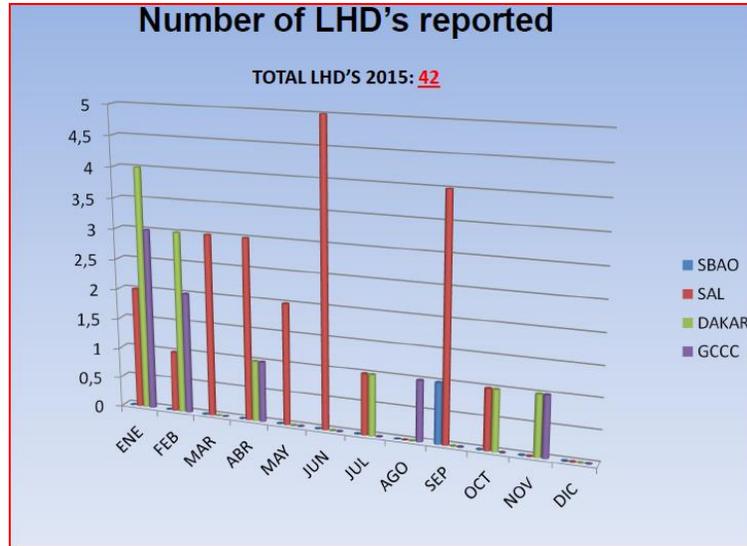
Figura 1.

Vertical collision operational Risk for period **2014-2024**.

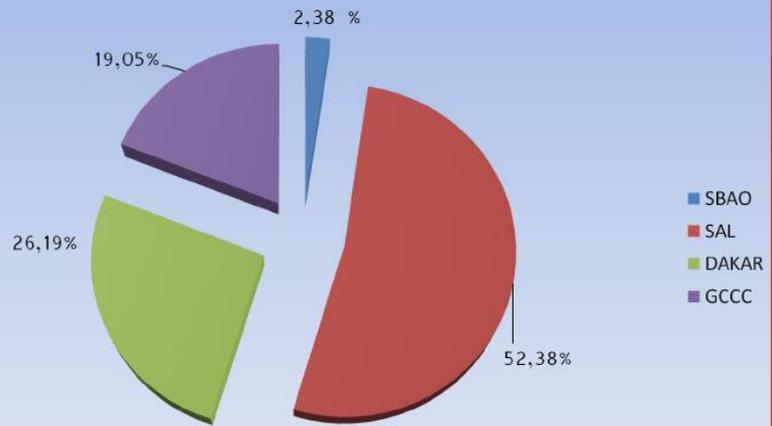
If CRM assumes that the standard time for deviation (when no data available) is 5 minutes instead of 10 minutes, the vertical operational risk is reduced between 25% and 50%, depending of considered FIR/UIR.

Further considerations are under study about CRM hypothesis. As a high percentage of LHD occur in coordination between collaterals, 5 minutes could be even reduced, giving a different treatment to LHD reported in oceanic areas and those notified close to FIR boundaries.

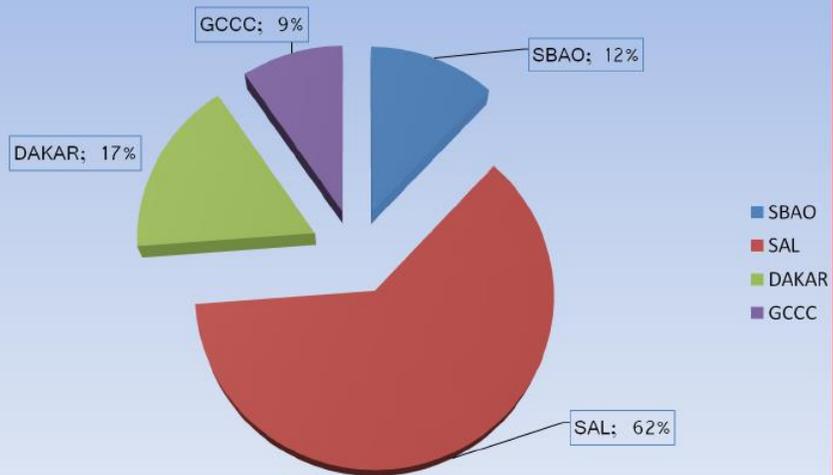
LHD 2015 REPORT



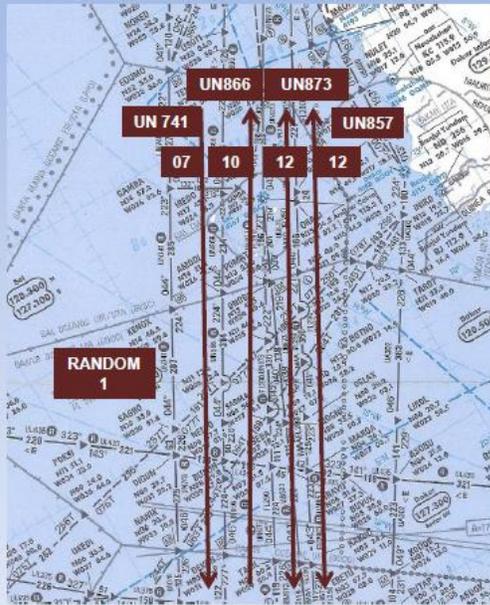
Percentage of LHD's reported per region



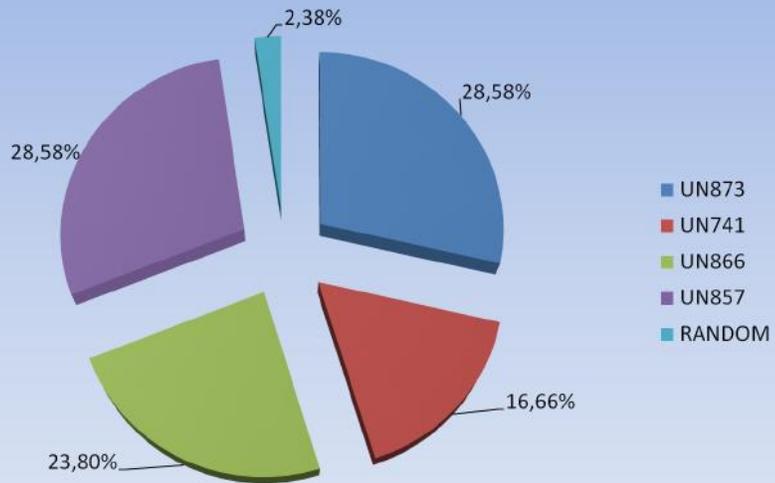
Percentage of LHD's Contribution per region



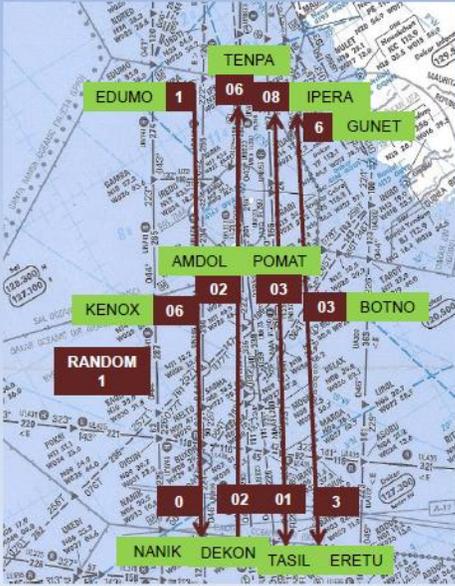
Distribution of LHD's per ATS route



Percentage of LHD's per ATS route



Distribution of LHD per Fix Point



Percentage of LHD'S Contributing Factors

