



**TWENTYETH MEETING ON THE IMPROVEMENT OF AIR TRAFFIC SERVICES
OVER THE SOUTH ATLANTIC (SAT21)**

(Paris, 7 to 9 June, 2017)

Agenda Item2: Air traffic management (ATM)

“EUR/SAM Corridor Risk Assessments Status”

(Presented by SATMA)

SUMMARY

This paper presents 2016 RVSM/RNP10 safety assessment report in EURSAM corridor and the 2016 LHD reported analysis

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 below 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. 2016 SAFETY ASSESSMENT

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. A discussion regarding that issue is needed in order to face, in the next future, a reduction in longitudinal Separation minima. **FANS (ADS/CPDLC) implementation and monitoring may help to revise LHD impact.**

2016 EUR/SAM Corridor Safety Assessment includes traffic data regarding JANUARY TO JUNE 2016, and all year LHD.

2016 EUR/SAM Corridor Safety assessment report will available in www.satmasat.com.

3. LHD MONITORING TEAM

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.

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.

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.



4. GENERAL DATA SET REQUIREMENTS

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.

5. 2017 DATA SET REQUIREMENTS

2016 EUR/SAM Corridor Safety Assessment was performed including traffic data regarding JANUARY TO JUNE 2016, and all year LHD.

As Safety Assessment scope must include a six month traffic study (in alternate years), 2017 CRM will contemplate JULY2017 to DECEMBER2017 traffic data. Despite of that, all year data will be needed in order to compare with LHDs inputs.

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.

2017 Traffic Data received later than 31 December 2018 will be no be included in the Study



6. ACTION BY THE MEETING

The Meeting is invited to:

- Each State to ensure that LHD reports (1-10 monthly) are entirely and correctly fulfilled.
- Take note of the traffic data delivery schedule for 2017 Safety Assessment in EURSAM Corridor.
- Remember that DATA models to be sent are included in the document “DATA NEEDED FOR EUR/SAM MONITORING AND ASESSEMENTS” published in SATMA website.



ANNEX

TERMS OF REFERENCE FOR LHD MONITORING TEAM

- a) Be responsible for sending, with the defined format, before day 15th of each month, a monthly report to SATMA about all LHD detected in the respective ACC during the month, even if no LHD is reported. In case that a specific ACC of the Corridor repetitively omit this LHD monthly report, SATMA could advise ICAO about this repetitive omission.
- b) On SATMA request, be responsible to send to SATMA the conclusions of possible LHD investigation.
- c) Initiate proposals about new operational coordination procedures between adjacent ACC and submit them to SATMA for approval in SAT meetings.
- d) Be responsible to monitor in each ACC the implementation of possible common operational procedures to reduce the operational errors in coordination procedures between adjacent ATC units.
- e) Provide SATMA with traffic and deviations data regularly following models published in DATA TO BE SENT BY STATES in SATMA webpage (www.satmasat.com).