



INTERNATIONAL CIVIL AVIATION ORGANIZATION

WESTERN AND CENTRAL AFRICA OFFICE

Twenty-Fourth Meeting on the Improvement of Air Traffic Services over the South Atlantic (SAT/24)

Luanda, Angola, 3-4 June 2019

Agenda Item 3: SAT Area Risk Assessment and Large Height Deviation

3.3.1 EUR/SAM Corridor 2018 Risk Assessment
(Presented by the SATMA)

SUMMARY
This paper presents 2018 RVSM/RNP10 safety assessment report in EURSAM Corridor
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 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.

1.2 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.

2. DISCUSSION:

2.1 2018 SAFETY ASSESSMENT

2.1.1 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 Annex A presents a resume of 2018 EUR/SAM Corridor Safety assessment. Full report will available in www.satmasat.com.

2.2. LHD MONITORING TEAM

2.2.1 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.

2.2.2 Up today, almost all medium/long term projects leaded 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.

2.2.3 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 send LHD reports with all fields fulfilled and detailed and, if any data is not available, investigates the deviation within the collateral or involved company.

2.3 2019 DATA SET REQUIREMENTS

For 2019 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. 2019 Traffic Data received later than 31 December 2018 will be no be included in the Study.

3. ACTION BY THE MEETING

The Meeting is invited to:

- a) Request each State to send completed and correctly fulfilled LHD reports (1-10 monthly);
- b) Take note of the traffic data delivery schedule for 2019 Safety Assessment in EURSAM Corridor; and
- c) Remember that DATA to be sent are included in the document “DATA NEEDED FOR EUR/SAM MONITORING AND ASESSEMENTS” published in SATMA website.

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