CROSS-BOUNDARY LHD COORDINATION PROCEDURE

BIMT
LHD data, why does it matter?

• LHD reports and Traffic Sample Data (TSD) are used to estimate mid-air collision risk.

• Risk estimate as well as maps of hot spots (high risk areas) are included in safety assessment reports submitted to RASMAG (under APANPIRG).

• Based on risk estimates, RASMAG establishes scrutiny groups to solve risk problems in each area.

An example of hot spots map presented in safety assessment reports (high risk areas are represented as red circles)
Issues with LHD reporting

Example:

ACC A transferred an aircraft to ACC B. ACC B submitted an LHD report to the MAAR, claiming that ACC A failed to send FL revision to ACC B. However, when the report was sent to ACC A, and ACC A claimed that there was no flight level change in their FIR.
Issues with LHD reporting

Most LHD occurrences involve transfer of control between two ACCs, and sometimes, it is difficult for one ACC to accurately fill out information on an LHD reporting form.

Consequences:

1. Inaccurate or incorrect occurrence information: especially information about how occurrences happen—whether or not it is a negative transfer or incorrect transfer information etc.

2. Overestimated risk: The MAAR estimates parameters used in risk calculation based on information on LHD reports. If some information is missing, the MAAR must use a conservative approach—choosing parameters to maximize risk estimate. Incomplete information results in overestimated risk.
Proposed Solution

The MAAR believes that coordination between the two involving ACCs will help ensure that risk and occurrence analysis reported to ICAO are accurate. Therefore the MAAR proposes the following LHD handling procedure.

Note: a similar procedure is already in place for some WPAC/SCS States since 2007.
**ACC A**  
Receiving ATS Unit

LHD Occurs

Controller

Reports the occurrence to his/her Watch Supervisor

ACC A Watch Supervisor records what happened (esp. time parameters)

Additional investigation, if necessary

LHD report will be submitted even if there is no response from ACC B.

LHD Point of Contact

Files the LHD Report

Respective RMA

**ACC B**  
Transferring ATS Unit

1. ACC B Watch Supervisor tries to find out what caused the LHD

2. Notifies the occurrence within the shift

Confirms the occurrence

ACC B Watch Supervisor tries to find out what caused the LHD

If flow #1 cannot be executed or is insufficient to identify the cause, flow #2 is required.

Additional investigation, if necessary

Notifies the occurrence within 7 days

Confirms the occurrence within 15 days

LHD Point of Contact

Files the LHD Report if LHD also occurs before the TOC point

Respective RMA

For example:
- Transferred a/c with erroneous information
- Forgot to revise FL or EST
- Inaccurate time estimate (from Pilot or ATM System)
- Forgot to climb/descend the a/c
- Forgot to make the transition for FLAS
- Miscommunication
- Misidentification
1. Receiving controller notifies the W/S of the occurrence
2. Receiving W/S coordinates with Transferring W/S to find out the cause (ex. forgot to revise FL)
3. If no coordination between two W/S, LHD point of contacts coordinate to confirm the occurrence.
4. Submit LHD form
## LHD POC

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Action Items

MAAR :
1. MAAR emailed the proposed LHD handling procedures, along with the list of States’ LHD Point of Contacts.
2. MAAR will maintain the list of LHD POCs.

STATES :
1. States can try implementing the proposed LHD handling procedures, and provide feedback to MAAR.
2. If there is any change in POC, please send the update(s) to MAAR.
Contact US

Monitoring Agency for Asia Region (MAAR)

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