

ESARR ADVISORY MATERIAL/COMPANION DOCUMENT  
(EAM/COD)

**EAM 2 / COD 1**

**ANNUAL SUMMARY  
TEMPLATE**

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## F.2 DOCUMENT CHARACTERISTICS

TITLE		
<b>EAM 2 / COD 1</b> <b>Annual Summary Template</b>		
<b>Document Identifier :</b>	<b>Reference :</b>	EAM 2/COD 1
eam2cod1e30ri	<b>Edition Number :</b>	3.0
	<b>Edition Date :</b>	07-11-2002
<b>Abstract :</b>		
<p>This document provides the template for annual safety data statistics.</p> <p>The 2<sup>nd</sup> edition of the Annual Summary Template (AST) seeks to simplify the statistics data to be reported. Starting with the 2<sup>nd</sup> edition, AST is also available in an EXCEL 97 version, which has a more user-friendly interface and a direct help on-line.</p> <p>The annual target date for the return of the templates containing aggregated safety data statistics is the 31<sup>st</sup> March 2002.</p> <p>The PDF version is for those who want a printed form to complete manually and to send it via fax or mail to SRU. The EXCEL version is for those who want an electronic version that can be sent via e-mail to SRU. The TOKAI tool developed by EUROCONTROL is also capable of automatically producing the AST.</p> <p>The 3<sup>rd</sup> edition of AST was developed to ensure a better collection of accidents, incidents and ATM specific occurrence causes and to better identify the key safety risk areas in ATM.</p>		
<b>Keywords :</b>		
ATM	Safety Occurrence	Accidents
Causes	AST	Incidents
<b>Contact Person(s) :</b>	<b>Tel :</b>	<b>Unit :</b>
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DOCUMENT STATUS AND TYPE					
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### F.3 DOCUMENT APPROVAL

The following table identifies all management authorities who have approved this document.

AUTHORITY	NAME AND SIGNATURE *	DATE
Quality Control (SRU)	<b><i>signed by Daniel Hartin</i></b>  (Daniel HARTIN)	31-Oct-02
Head Safety Regulation Unit (SRU)	<b><i>signed by Peter Stastny</i></b>  (Peter STASTNY)	07-Nov-02
Chairman Safety Regulation Commission (SRC)	<b><i>signed by Philip S. Griffith</i></b>  (Philip S. GRIFFITH)	07-Nov-02

\* In order to reduce the size of files, all documents placed on the SRC Website do not contain signatures. However, please note that all management authorities have signed the master copies held by the SRU. Requests for copies of master documents should be emailed to: [sru@eurocontrol.int](mailto:sru@eurocontrol.int).

## F.4 DOCUMENT CHANGE RECORD

The following table records the complete history of this document.

EDITION NUMBER	EDITION DATE	REASON FOR CHANGE	PAGES AFFECTED
1.0	08-Feb-00	Creation of Released Issue 1.0.	All
1.01	14-Dec-00	Updates following four ESARR 2 Workshops and 1 <sup>st</sup> meeting of AST Focal Points on 01-Dec-00.	All
2.0	06-Feb-01	Updates following consultation with AST Focal Points in Dec 2000 - Jan 2001. Creation of Released Issue 2.0.	All
2.1	19-Apr-02	Identification of causes for accidents, incidents and ATM specific occurrences. Better identification of safety key risk areas in ATM within the total aviation approach.	Section D - Causes
2.2	08-May-02	Updates following 2 <sup>nd</sup> meeting of AST Focal Points in Luxembourg on the 25/26-Apr-02.	Section B – Incidents Section D - Causes
2.3	05-Sep-02	Updates following SRC14 and creation of Proposed issue.	Section B – Incidents Section C – ATM Specific Occurrences. Section D - Causes
3.0	07-Nov-02	Following approval at SRC 15, document updated to Released Issue 3.0. Additional changes to formatting.	All

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<b>Country</b>	
<b>Contact Person</b>	
<b>Position/Title</b>	
<b>Organisation</b>	
<b>Address</b>	
<b>Tel:</b>	
<b>Fax:</b>	
<b>E-mail</b>	

<b>Date of filling :</b>	
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<b>Period of reporting</b>	
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<b>ESARR 2 level of implementation</b>	
<b>Phase 1</b>	
<b>Phase 2</b>	
<b>Phase 3</b>	

- Phase 1: States shall start collecting the safety data related to accidents and incidents-near collisions as from 1st January 2000. (Refer to ESARR 2 Attachment A- sections 1.1 and 1.2.1). States shall then report on an annual basis, and to EUROCONTROL, national safety indicators related to those categories of occurrences by March, 30th, 2001 (Refer to ESARR 2 Attachment B) ;

- Phase 2: States shall start collecting the safety data related to incidents with a potential to become collisions or near collisions, as from 1st January 2001. (Refer to ESARR 2 Attachment A- section 1.2.2). States shall then report on an annual basis, and to EUROCONTROL, national safety indicators related to those incidents, by March 30th, 2002 (Refer to ESARR 2 Attachment B) ;

- Phase 3: States shall start collecting the safety data related to ATM specific occurrences having an impact on the ability to provide safe ATM services, as from 1st January 2002. (Refer to ESARR 2 Attachment A- section 1.3). States shall then report on an annual basis, and to EUROCONTROL, national safety indicators related to those occurrences by March, 30th, 2003 (Refer to ESARR 2 Attachment B).

**ACCIDENTS**

A1	
A1. Accidents	
A1.1. ATM DIRECT contribution to the Accidents	
A1.2. ATM INDIRECT contribution to the Accidents	

Total No of Accidents	
-----------------------	--

Total no of ACCIDENTS still under investigation	
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	TOTAL	FLIGHT RULES			TYPE OF OPERATIONS		TYPE OF FLIGHT						PHASE OF FLIGHT				Class of Airspace						
		IFR/ IFR	IFR/ VFR	VFR/ VFR	GAT/GAT	GAT/OAT	CA/ CA	CA/ GA	CA/ Other	GA/ GA	GA/ Other	Other/ Other	Taxi	Departure	En-route	Arrival	A	B	C	D	E	F	G
Total Number of ACCIDENTS																							
Total number of ACCIDENTS with A/C destroyed or substantially damaged																							
Number of ACCIDENTS where ATM was identified as having DIRECTLY contributed																							
Number of ACCIDENTS where ATM was identified as having INDIRECTLY contributed																							

Total no of FATAL ACCIDENTS	
-----------------------------	--

Total no of FATAL ACCIDENTS still under investigation	
---	--

	TOTAL	FLIGHT RULES			TYPE OF OPERATIONS		TYPE OF FLIGHT						PHASE OF FLIGHT				Class of Airspace						
		IFR/ IFR	IFR/ VFR	VFR/ VFR	GAT/GAT	GAT/OAT	CA/ CA	CA/ GA	CA/ Other	GA/ GA	GA/ Other	Other/ Other	Taxi	Departure	En-route	Arrival	A	B	C	D	E	F	G
Number of FATAL ACCIDENTS																							
Number of TOTAL fatal injuries																							
Number of CREW fatal injuries																							
Number of PASSENGERS fatal injuries																							
Number of THIRD PARTIES fatal injuries																							
Number of FATAL ACCIDENTS with A/C destroyed or substantially damaged																							
Number of FATAL ACCIDENTS where ATM was identified as having DIRECTLY contributed																							
Number of FATAL ACCIDENTS where ATM was identified as having INDIRECTLY contributed																							

**A2 - MID-AIR Collisions**

A2	
A2. MID-AIR Collisions	
A2.1. ATM DIRECT contribution to the MID-AIR Collisions	
A2.2. ATM INDIRECT contribution to the MID-AIR Collisions	

Total No of MID-AIR Collisions	
--------------------------------	--

Total no of MID-AIR Collisions still under investigation	
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	TOTAL	FLIGHT RULES			TYPE OF OPERATIONS		TYPE OF FLIGHT						PHASE OF FLIGHT				Class of Airspace						
		IFR/ IFR	IFR/ VFR	VFR/ VFR	GAT/GAT	GAT/OAT	CA/ CA	CA/ GA	CA/ Other	GA/ GA	GA/ Other	Other/ Other	Taxi	Departure	En-route	Arrival	A	B	C	D	E	F	G
Total Number of MID-AIR Collisions																							
Total number of MID-AIR Collisions with A/C destroyed or substantially damaged																							
Number of MID-AIR Collisions where ATM was identified as having DIRECTLY contributed																							
Number of MID-AIR Collisions where ATM was identified as having INDIRECTLY contributed																							

Total no of FATAL MID-AIR Collisions	
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Total no of FATAL MID-AIR Collisions still under investigation	
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	TOTAL	FLIGHT RULES			TYPE OF OPERATIONS		TYPE OF FLIGHT						PHASE OF FLIGHT				Class of Airspace						
		IFR/ IFR	IFR/ VFR	VFR/ VFR	GAT/GAT	GAT/OAT	CA/ CA	CA/ GA	CA/ Other	GA/ GA	GA/ Other	Other/ Other	Taxi	Departure	En-route	Arrival	A	B	C	D	E	F	G
Number of FATAL MID-AIR Collisions																							
Number of TOTAL fatal injuries																							
Number of CREW fatal injuries																							
Number of PASSENGERS fatal injuries																							
Number of THIRD PARTIES fatal injuries																							
Number of FATAL MID-AIR Collisions with A/C destroyed or substantially damaged																							
Number of FATAL MID-AIR Collisions where ATM was identified as having DIRECTLY contributed																							
Number of FATAL MID-AIR Collisions where ATM was identified as having INDIRECTLY contributed																							



**A3 - Controlled Flights  
Into Terrain**

A3	
A3. CFITs	
A3.1. ATM DIRECT contribution to the CFITs	
A3.2. ATM INDIRECT contribution to the CFITs	

Total No of CFITs	
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Total no of CFITs still under investigation	
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	TOTAL	FLIGHT RULES			TYPE OF OPERATIONS		TYPE OF FLIGHT						PHASE OF FLIGHT				Class of Airspace						
		IFR/ IFR	IFR/ VFR	VFR/ VFR	GAT/GAT	GAT/OAT	CA/ CA	CA/ GA	CA/ Other	GA/ GA	GA/ Other	Other/ Other	Taxi	Departure	En-route	Arrival	A	B	C	D	E	F	G
Total Number of CFITs																							
Total number of CFITs with A/C destroyed or substantially damaged																							
Number of CFITs where ATM was identified as having DIRECTLY contributed																							
Number of CFITs where ATM was identified as having INDIRECTLY contributed																							

Total no of FATAL CFITs	
-------------------------	--

Total no of FATAL CFITs still under investigation	
---	--

	TOTAL	FLIGHT RULES			TYPE OF OPERATIONS		TYPE OF FLIGHT						PHASE OF FLIGHT				Class of Airspace						
		IFR/ IFR	IFR/ VFR	VFR/ VFR	GAT/GAT	GAT/OAT	CA/ CA	CA/ GA	CA/ Other	GA/ GA	GA/ Other	Other/ Other	Taxi	Departure	En-route	Arrival	A	B	C	D	E	F	G
Number of FATAL CFITs																							
Number of TOTAL fatal injuries																							
Number of CREW fatal injuries																							
Number of PASSENGERS fatal injuries																							
Number of THIRD PARTIES fatal injuries																							
Number of FATAL CFITs with A/C destroyed or substantially damaged																							
Number of FATAL CFITs where ATM was identified as having DIRECTLY contributed																							
Number of FATAL CFITs where ATM was identified as having INDIRECTLY contributed																							

**A4 - Collisions on the ground between aircraft**

A4	
A4. Collisions on the ground btn. aircraft	
A4.1. ATM DIRECT contribution to the Collisions on the ground btn. aircraft	
A4.2. ATM INDIRECT contribution to the Collisions on the ground btn. aircraft	

Total No of Collisions on the ground btn. aircraft	
--	--

Total no of Collisions on the ground btn. aircraft still under investigation	
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	TOTAL	FLIGHT RULES			TYPE OF OPERATIONS		TYPE OF FLIGHT						PHASE OF FLIGHT				Class of Airspace						
		IFR/ IFR	IFR/ VFR	VFR/ VFR	GAT/GAT	GAT/OAT	CA/ CA	CA/ GA	CA/ Other	GA/ GA	GA/ Other	Other/ Other	Taxi	Departure	En-route	Arrival	A	B	C	D	E	F	G
Total Number of Collisions on the ground btn. aircraft																							
Total number of Collisions on the ground btn. aircraft with A/C destroyed or substantially damaged																							
Number of Collisions on the ground btn. aircraft where ATM was identified as having DIRECTLY contributed																							
Number of Collisions on the ground btn. aircraft where ATM was identified as having INDIRECTLY contributed																							

Total no of FATAL Collisions on the ground btn. aircraft	
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Total no of FATAL Collisions on the ground btn. aircraft still under investigation	
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	TOTAL	FLIGHT RULES			TYPE OF OPERATIONS		TYPE OF FLIGHT						PHASE OF FLIGHT				Class of Airspace						
		IFR/ IFR	IFR/ VFR	VFR/ VFR	GAT/GAT	GAT/OAT	CA/ CA	CA/ GA	CA/ Other	GA/ GA	GA/ Other	Other/ Other	Taxi	Departure	En-route	Arrival	A	B	C	D	E	F	G
Number of FATAL Collisions on the ground btn. aircraft																							
Number of TOTAL fatal injuries																							
Number of CREW fatal injuries																							
Number of PASSENGERS fatal injuries																							
Number of THIRD PARTIES fatal injuries																							
Number of FATAL Collisions on the ground btn. aircraft with A/C destroyed or substantially damaged																							
Number of FATAL Collisions on the ground btn. aircraft where ATM was identified as having DIRECTLY contributed																							
Number of FATAL Collisions on the ground btn. aircraft where ATM was identified as having INDIRECTLY contributed																							

**A5 - Collisions btn. airborne a/c and vehicle/another a/c on the ground**

A5	
A5. Collisions btn. airborne a/c and vehicle/another a/c on the ground	
A5.1. ATM DIRECT contribution to the Collisions btn. airborne a/c and vehicle/another a/c on the ground	
A5.2. ATM INDIRECT contribution to the Collisions btn. airborne a/c and vehicle/another a/c on the ground	

Total No of Collisions btn. airborne a/c and vehicle/another a/c on the ground	
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Total no of Collisions btn. airborne a/c and vehicle/another a/c on the ground still under investigation	
--	--

	TOTAL	FLIGHT RULES			TYPE OF OPERATIONS		TYPE OF FLIGHT						PHASE OF FLIGHT				Class of Airspace						
		IFR/ IFR	IFR/ VFR	VFR/ VFR	GAT/GAT	GAT/OAT	CA/ CA	CA/ GA	CA/ Other	GA/ GA	GA/ Other	Other/ Other	Taxi	Departure	En-route	Arrival	A	B	C	D	E	F	G
Total Number of Collisions btn. airborne a/c and vehicle/another a/c on the ground																							
Total number of Collisions btn. airborne a/c and vehicle/another a/c on the ground with A/C destroyed or substantially damaged																							
Number of Collisions btn. airborne a/c and vehicle/another a/c on the ground where ATM was identified as having DIRECTLY contributed																							
Number of Collisions btn. airborne a/c and vehicle/another a/c on the ground where ATM was identified as having INDIRECTLY contributed																							

Total no of FATAL Collisions btn. airborne a/c and vehicle/another a/c on the ground	
--	--

Total no of FATAL Collisions btn. airborne a/c and vehicle/another a/c on the ground still under investigation	
--	--

	TOTAL	FLIGHT RULES			TYPE OF OPERATIONS		TYPE OF FLIGHT						PHASE OF FLIGHT				Class of Airspace						
		IFR/ IFR	IFR/ VFR	VFR/ VFR	GAT/GAT	GAT/OAT	CA/ CA	CA/ GA	CA/ Other	GA/ GA	GA/ Other	Other/ Other	Taxi	Departure	En-route	Arrival	A	B	C	D	E	F	G
Number of FATAL Collisions btn. airborne a/c and vehicle/another a/c on the ground																							
Number of TOTAL fatal injuries																							
Number of CREW fatal injuries																							
Number of PASSENGERS fatal injuries																							
Number of THIRD PARTIES fatal injuries																							
Number of FATAL Collisions btn. airborne a/c and vehicle/another a/c on the ground with A/C destroyed or substantially damaged																							
Number of FATAL Collisions btn. airborne a/c and vehicle/another a/c on the ground where ATM was identified as having DIRECTLY contributed																							
Number of FATAL Collisions btn. airborne a/c and vehicle/another a/c on the ground where ATM was identified as having INDIRECTLY contributed																							

**A6 - Collisions on the ground  
between a/c and  
vehicle/person/obstruction(s)**

A6	
A6. Collisions on the ground between a/c and vehicle/person/obstruction(s)	
A6.1. ATM DIRECT contribution to the Collisions on the ground between a/c and vehicle/person/obstruction(s)	
A6.2. ATM INDIRECT contribution to the Collisions on the ground between a/c and vehicle/person/obstruction(s)	

Total No of Collisions on the ground between a/c and vehicle/person/obstruction(s)	
--	--

Total no of Collisions on the ground between a/c and vehicle/person/obstruction(s) still under investigation	
--	--

	TOTAL	FLIGHT RULES			TYPE OF OPERATIONS		TYPE OF FLIGHT						PHASE OF FLIGHT				Class of Airspace						
		IFR/ IFR	IFR/ VFR	VFR/ VFR	GAT/GAT	GAT/OAT	CA/ CA	CA/ GA	CA/ Other	GA/ GA	GA/ Other	Other/ Other	Taxi	Departure	En-route	Arrival	A	B	C	D	E	F	G
Total Number of Collisions on the ground between a/c and vehicle/person/obstruction(s)																							
Total number of Collisions on the ground between a/c and vehicle/person/obstruction(s) with A/C destroyed or substantially damaged																							
Number of Collisions on the ground between a/c and vehicle/person/obstruction(s) where ATM was identified as having DIRECTLY contributed																							
Number of Collisions on the ground between a/c and vehicle/person/obstruction(s) where ATM was identified as having INDIRECTLY contributed																							

Total no of FATAL Collisions on the ground between a/c and vehicle/person/obstruction(s)	
--	--

Total no of FATAL Collisions on the ground between a/c and vehicle/person/obstruction(s) still under investigation	
--	--

	TOTAL	FLIGHT RULES			TYPE OF OPERATIONS		TYPE OF FLIGHT						PHASE OF FLIGHT				Class of Airspace						
		IFR/ IFR	IFR/ VFR	VFR/ VFR	GAT/GAT	GAT/OAT	CA/ CA	CA/ GA	CA/ Other	GA/ GA	GA/ Other	Other/ Other	Taxi	Departure	En-route	Arrival	A	B	C	D	E	F	G
Number of FATAL Collisions on the ground between a/c and vehicle/person/obstruction(s)																							
Number of TOTAL fatal injuries																							
Number of CREW fatal injuries																							
Number of PASSENGERS fatal injuries																							
Number of THIRD PARTIES fatal injuries																							
Number of FATAL Collisions on the ground between a/c and vehicle/person/obstruction(s) with A/C destroyed or substantially damaged																							
Number of FATAL Collisions on the ground between a/c and vehicle/person/obstruction(s) where ATM was identified as having DIRECTLY contributed																							
Number of FATAL Collisions on the ground between a/c and vehicle/person/obstruction(s) where ATM was identified as having INDIRECTLY contributed																							

**B - INCIDENTS ATM  
RELATED**

<b>B</b>	
Incidents ATM Related	

**B1 - Number of reports**

Number of Reports	TOTAL	FLIGHT RULES			TYPE OF OPERATIONS	
		IFR/ IFR	IFR/ VFR	VFR/ VFR	GAT/ GAT	GAT/ OAT
Total Number of Reports						
AIRPROX Report						
ACAS Report						
Human ATC Reports						
Automated ATC Reports						
Others type of reports - please type in						
...						
...						
...						
...						

Number of Reports Investigated	TOTAL	FLIGHT RULES			TYPE OF OPERATIONS	
		IFR/ IFR	IFR/ VFR	VFR/ VFR	GAT/ GAT	GAT/ OAT
Total Number of Reports Investigated						
AIRPROX Report						
ACAS Report						
ACAS/TCAS FALSE RAs						
Human ATC Reports						
Automated ATC Reports						
Others type of reports - please type in						
...						
...						
...						

## B2 - Category of incident (ATM related)

Type of Incident (ATM related)	TOTAL	Total Still under investigation	Class of Airspace								PHASE OF FLIGHT				FLIGHT RULES			TYPE OF OPERATIONS		TYPE OF FLIGHT							Severity				
			A	B	C	D	E	F	G	Taxi	DEP	En-route	ARR	IFR/ IFR	IFR/ VFR	VFR/ VFR	GAT/ GAT	GAT/ OAT	CA/ CA	CA/ GA	CA/ Other	GA/ GA	GA/ Other	Other/ Other	A	B	C	E	D		
TOTAL NUMBER OF INCIDENTS																															
Separation minima infringement																															
Inadequate separation																															
Near Controlled Flight Into Terrain (CFIT)																															
Runway excursion by aircraft																															
Aircraft deviation from applicable ATM regulation																															
Aircraft deviations from applicable published ATM procedures																															
Aircraft deviation from ATC clearance																															
Unauthorised penetration of airspace																															
Deviations from aircraft ATM-related equipment carriage and operations, as mandated in applicable regulation(s)																															
Runway Incursion																															
<div>Runway Incursion where avoiding action was necessary</div>																															
<div>Runway Incursion where no avoiding action was necessary</div>																															
Other type of incidents (please type in)...																															
...																															
.....																															

**C- ATM Specific Occurrences**

<b>C</b>	
ATM Specific Occurrences	

Occurrences Related to the provision of ATM services And the related support functions	TOTAL	TOTAL Still under investigation	SEVERITY of OCCURRENCES related to the provision of ATM services and the related support functions					
			AA Total Inability To Provide Safe ATM Service	A Serious Inability To Provide Safe ATM Service	B Partial Inability To Provide Safe ATM Service	C Ability to Provide Safe but degraded ATM Service	E No Effect on ATM Service	D Not Determined
Total Number of occurrences related to the provisions of ATM services and the related support functions								
Inability to provide Air Traffic Management Services								
Inability to provide Air Traffic Services								
Inability to provide Airspace Management Services								
Inability to provide Air Traffic Flow Management Services								
Failure of Communication function								
Failure of Surveillance function								
Failure of Data Processing and Distribution function								
Failure of Navigation function								
Failure of Support Information function								
ATM system security								
Other occurrences (please type in) ...								
....								
...								
...								

<b>Causes having contributed to safety occurrences in ATM</b>	
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<b>D</b>	
Causes having contributed to safety occurrences in ATM	

Category of CAUSES		ACCIDENTS			INCIDENTS			ATM Specific Occurrences		
		Direct	Indirect	No contribution/ Not indicated/ Not related	Direct	Indirect	No contribution/ Not indicated/ Not related	Direct	Indirect	No contribution/ Not indicated/ Not related
ATM Services personnel	Physical/Physiological/Psychological/Psychosocial									
	Interface- working environment									
	Operational tasks demand									
	Other									
ATM Services personnel operating procedures and instructions	Operational ATC procedures									
	Other operational ATM service procedures									
	Engineering and maintenance procedures									
	Other									
Interface between ATM service units										
ATM Services infrastructure Facilities/technical systems	Hardware issues									
	Software issues									
	Integration Issues									
	Aerodrome layout and infrastructure									
	Other									
Airspace Structure	Route structure									
	Capacity									
	Sectorisation									
	ATS airspaces									
	Other									
AIS	AIRAC Non-Adherence									
	ATS Route Description Inconsistencies									
	Other									
Company structure and Management Policy	Safety Management System									
	Management/personnel policy									
	Institutional arrangements									
	Operational line management									
	Other									
Regulatory activity	Regulation									
	Approval process									
	Other									
Other Categories of Causes (please type in)....										



Causes having contributed to Safety Occurrences in ATM - Accidents	
1	Human Factors
2	Weather
3	ATM
4	ATC
5	Other
6	Other
7	Other
8	Other
9	Other
10	Other
11	Other
12	Other
13	Other
14	Other
15	Other
16	Other
17	Other
18	Other
19	Other
20	Other
21	Other
22	Other
23	Other
24	Other
25	Other
26	Other
27	Other
28	Other
29	Other
30	Other
31	Other
32	Other
33	Other
34	Other
35	Other
36	Other
37	Other
38	Other
39	Other
40	Other
41	Other
42	Other
43	Other
44	Other
45	Other
46	Other
47	Other
48	Other
49	Other
50	Other
51	Other
52	Other
53	Other
54	Other
55	Other
56	Other
57	Other
58	Other
59	Other
60	Other
61	Other
62	Other
63	Other
64	Other
65	Other
66	Other
67	Other
68	Other
69	Other
70	Other
71	Other
72	Other
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74	Other
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76	Other
77	Other
78	Other
79	Other
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82	Other
83	Other
84	Other
85	Other
86	Other
87	Other
88	Other
89	Other
90	Other
91	Other
92	Other
93	Other
94	Other
95	Other
96	Other
97	Other
98	Other
99	Other
100	Other

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Causes having contributed to Safety Occurrences in ATM - Incidents	
1	Human Factors
2	Weather
3	Air Traffic Control
4	Aircraft
5	Procedural
6	Communication
7	Other

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Causes having contributed to Safety Occurrences in ATM	
- ATM Specific Occurrences	
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