

ESARR 2

THROUGH 12 SLIDES

CONTENTS:

- 1. APPLICABILITY**
- 2. THE OBJECTIVES**
- 3. THE REQUIREMENTS**
- 4. IMPLEMENTATION**

SOME SLIDES INCLUDE ASSOCIATED NOTES

PLEASE USE "NOTES PAGE" IN THE POWERPOINT VIEW MENU

ESARR 2 shall apply to Member States of EUROCONTROL.

Other ECAC States are encouraged to apply ESARR 2

This will be applicable to ATM service provider/staff:

- *That provides one or more ATM services (ATS, ATFM, ASM)*
- *That provides "international" ATM services as a result of international agreements (such as EUROCONTROL), since national responsibilities have to be met through those agreements*
- *Only in those cases which exclusively and simultaneously involve a combination of military aircraft and military ATS and/or Air Defense, ESARR 2 is not mandated. It is left to States to voluntarily report those occurrences considered necessary for the improvement of safety of air traffic.*

ESARR 2 shall apply to Member States of EUROCONTROL.

Other ECAC States are encouraged to apply ESARR 2

This will be applicable to Accident Investigation Team:

- *That assess the ATM contribution to accidents -and (serious) incidents- which occurred in ECAC*
- *That determines the ATM related causes to those accidents and incidents as well as their severity*
- *That develop ATM-related safety recommendations*

ESARR 2 shall apply to Member States of EUROCONTROL.

Other ECAC States are encouraged to apply ESARR 2

This will be applicable to Airline/airline Staff:

- *That flies into the ECAC airspace*
- *That encounters an ATM-related occurrences which pose an actual or potential threat to flight safety*

This will be applicable to Third Parties (public)

ESARR 2 aims at ensuring that safety levels in aviation and in ATM can be monitored and improved.

The objectives pursued are to support:

- *The monitoring of levels of ATM safety and trends*
- *The improvement of aviation safety by learning from past safety occurrences:-*
 - *Identification of ATM key risk areas*
 - *Identification on how ATM did/could improve overall safety*
- *The assessment and monitoring of changes to the ATM System*

States shall ensure that a formal means of safety reporting and assessment is implemented for all ATM-related safety occurrences

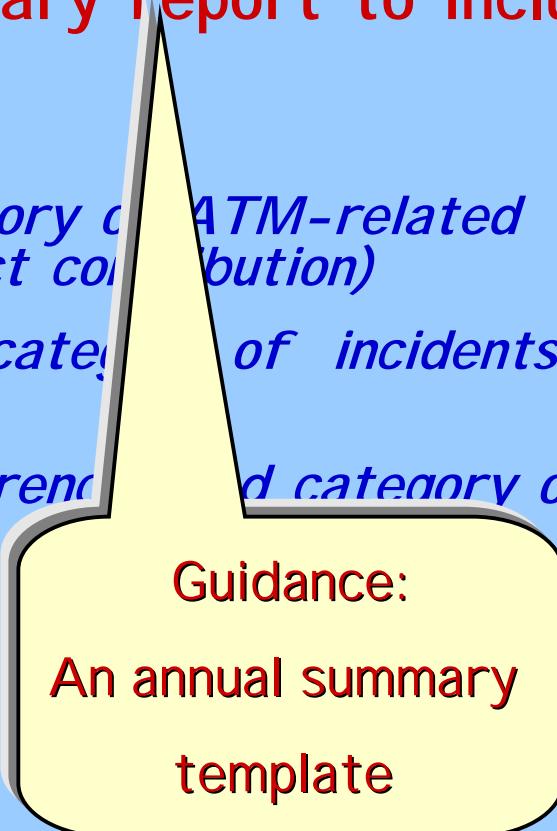
The Safety reporting and assessment scheme shall :

- *Encourage reporting by any person/organisation of ATM-safety occurrences*
- *Ensure the collection of all data helping in the understanding of the occurrences with associated*
- *Provide for an investigation of the occurrences*
- *Produce an assessment of the severity and risk of the occurrence*
- *Enable the identification of the causes of the occurrence*
- *Produce safety recommendations and corrective actions*
- *Allow for the exchange of safety experience across States*

States shall ensure that all appropriate safety data are collated and reported to EUROCONTROL in terms of high level indicators

Minimum information in the summary report to include:

- *State traffic volume*
- *Total number of accidents and category of ATM-related accidents (with ATM direct and indirect contribution)*
- *Total number of ATM incidents and category of incidents (with ATM direct and indirect contribution)*
- *Total number of ATM-specific occurrences and category of occurrences*
- Option: Category of causes



Guidance:

An annual summary
template

The specifics of the implementation is left to each State

The objective is to implement a successful overall national reporting and assessment scheme:

- *Mandatory scheme only*
- *Mandatory and Voluntary schemes combined*
- *Voluntary scheme only*

The provisions of ESARR 2 are effective as off January 2000, according to a phased approach.

The Requirement was adopted by the EUROCONTROL Commission on the 12th November 2000.

Note: A revised version, including an additional applicability clause for military aircraft/ATM service provider, was submitted to a EUROCONTROL-wide consultation process via correspondence in Spring 2000

Collision between
A/C
and ..something or
Loss of control

ACCIDENTS

1-Near collision
between A/C
and.. Something

Inability to
provide safe
ATM services

INCIDENTS

- *January 2000:*
 - *Accidents/Incidents in terms of 'near collisions'*
- *January 2001:*
 - *Incidents in terms of 'potential for collisions'*
- *January 2002 :*
 - *ATM specific occurrences*

WITH ATM contribution/High level causes

2- If another aircraft,
collision or
near collision

**HEIDI Taxonomy
*in ATM***

TOKAI/SHIELD *Products*

**Awareness Package
(ESARR 2)**

AIS Reporting Form

Training Course

Video

'safety culture evolution'

**Guidance Material
(Good Practices on
Safety and investigation procedures and techniques)**

Safety Data collection and exchange

**All under leadership
or in co-ordination with
the EATMP SQS Unit**