AST Output

Accidents indicators

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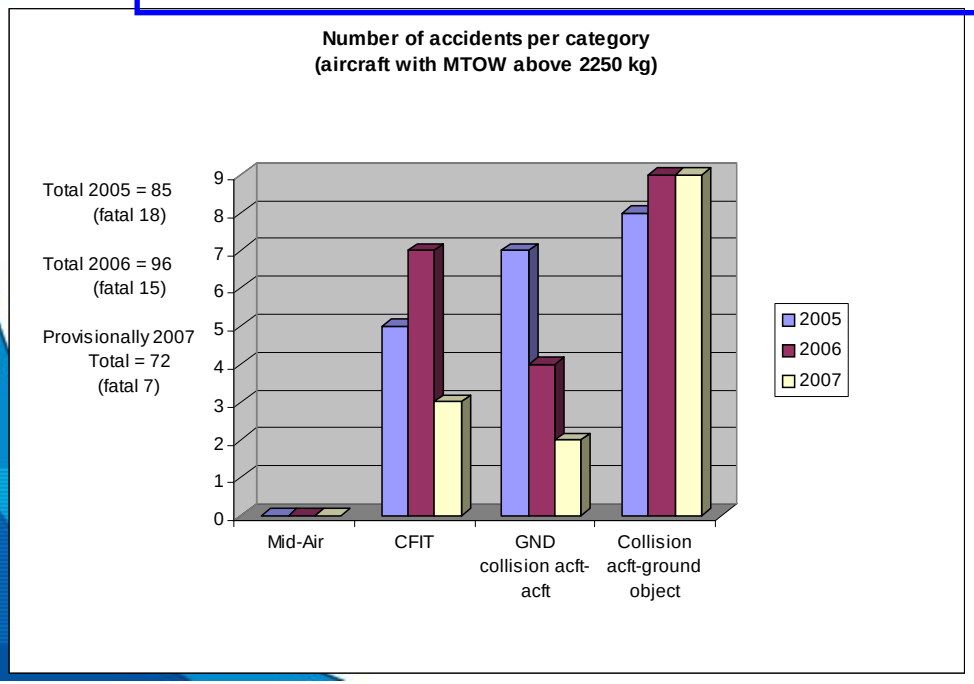
AST Reporting Accidents

Trends for total number of accidents involving aircraft with MTOW above 2250 and per subcategories

- Mid Air collisions
- CFIT
- Collision on the ground between aircraft
- Collision between airborne aircraft and objects on the ground
- Collision on the ground between aircraft and vehicle/object



Could be combined in

Collision acft and object/vehicle on the ground

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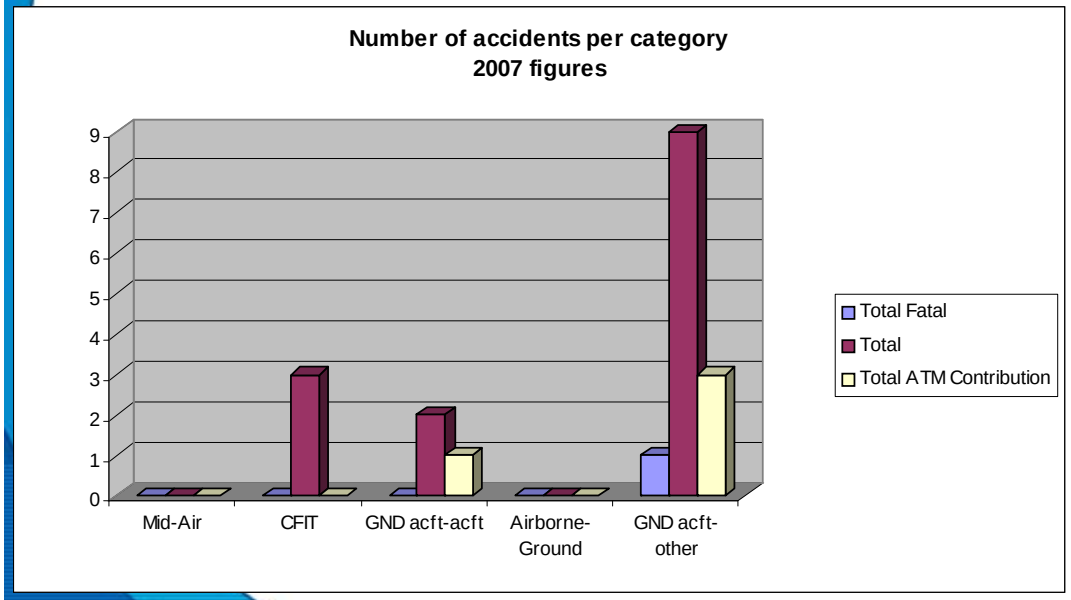
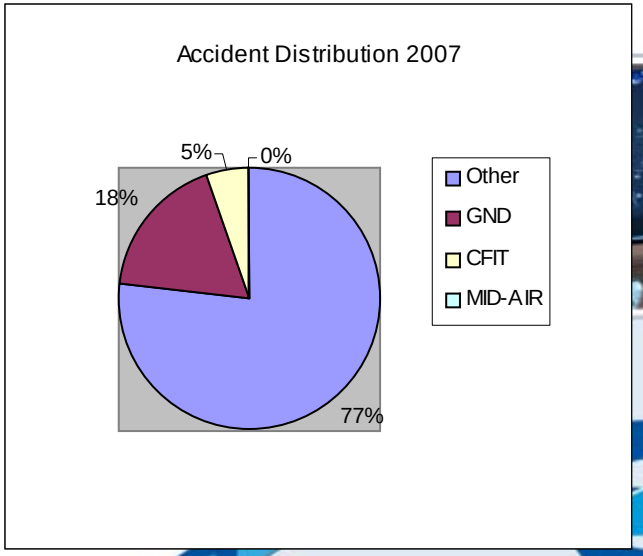
AST Reporting Accidents

Distribution of accidents per subcategories, detailing: out of which x were fatal, y having an ATM (Indirect or direct) contribution

- Mid Air collisions
- CFIT
- Collision on the ground between aircraft
- Collision between airborne aircraft and objects on the ground
- Collision on the ground between aircraft and vehicle/object





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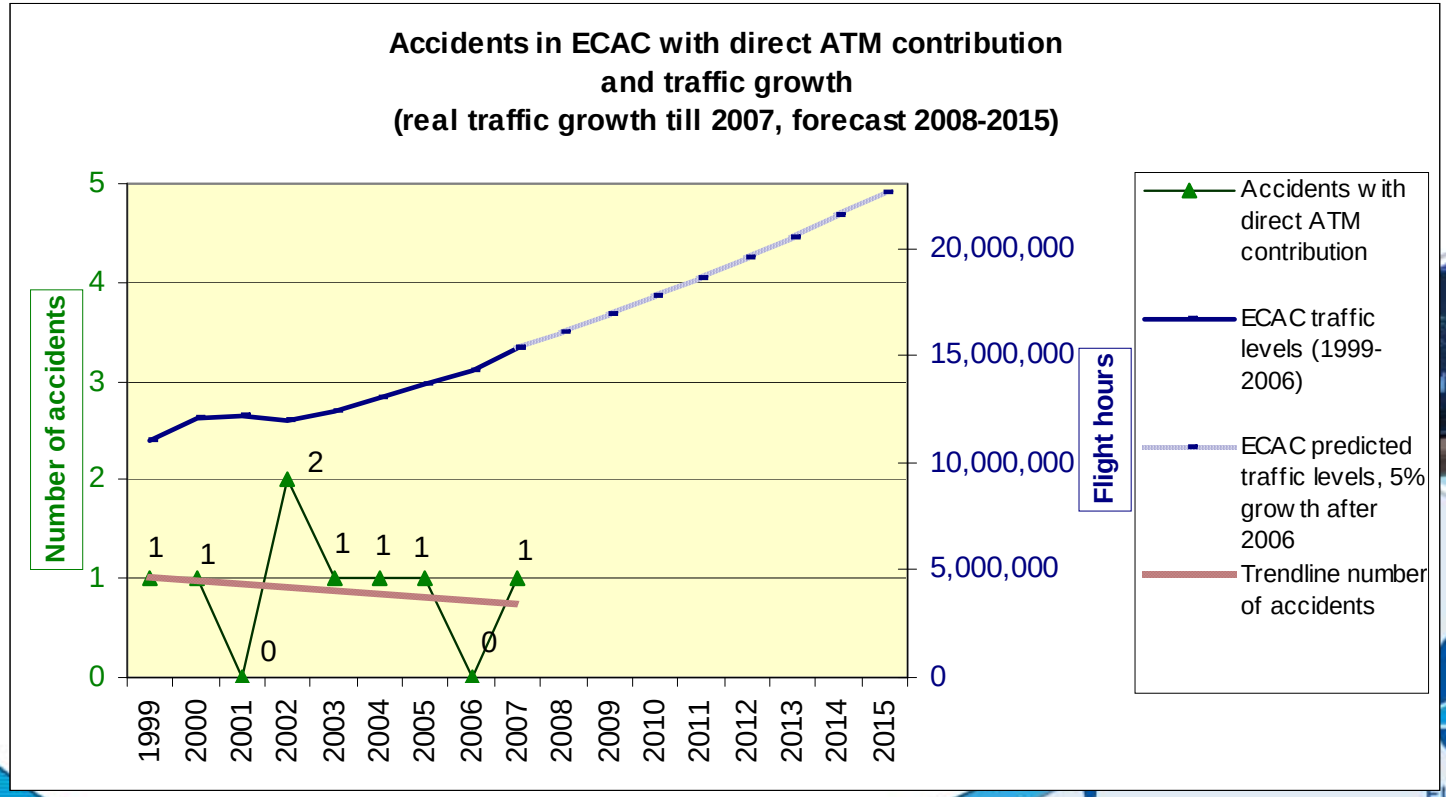
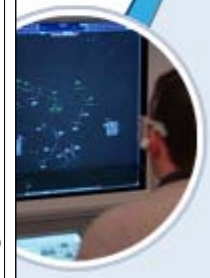
AST Reporting
Achieved Level of ATM Safety in ECAC

MTOW above 2250 restriction

accidents involving Commercial Aircraft with Direct ATM Contribution





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AST Reporting
ATM related incidents

Incidents indicators

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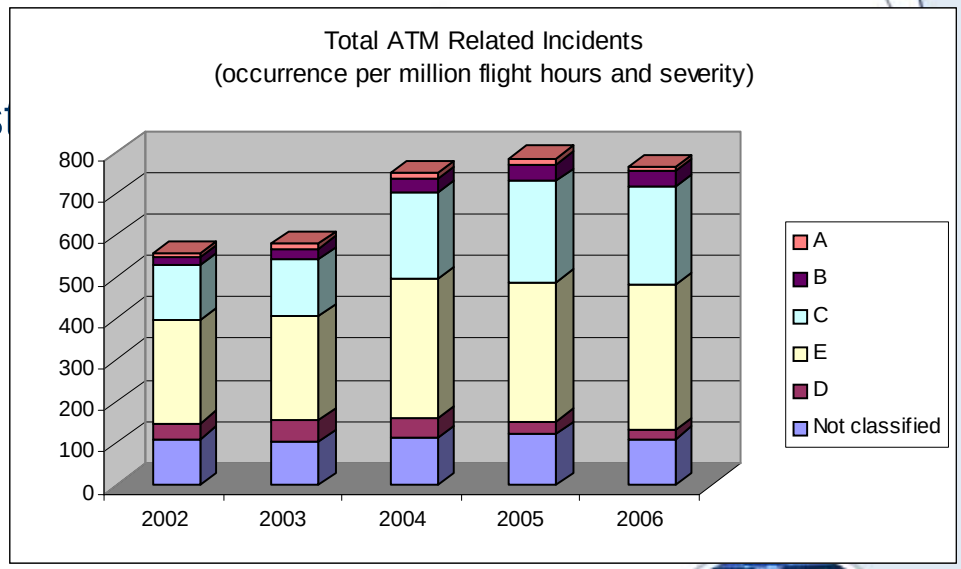
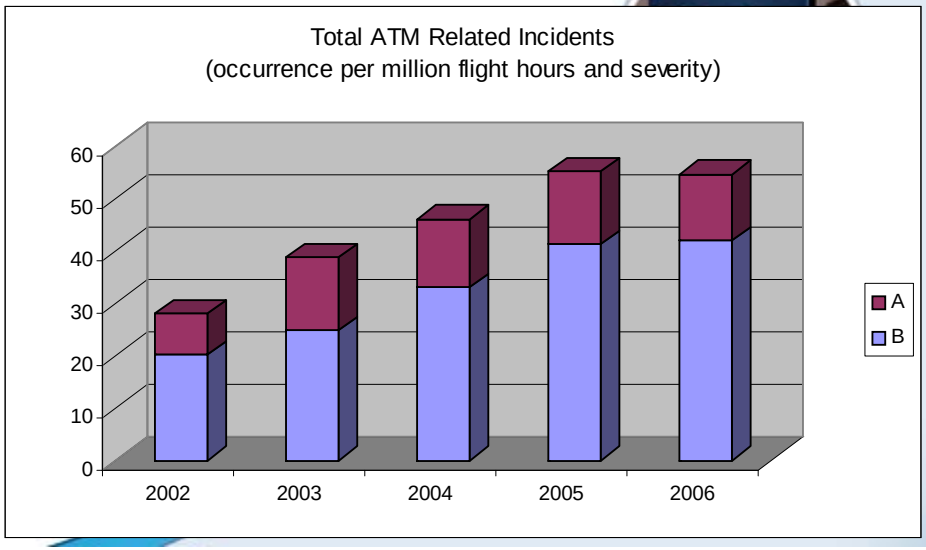
AST Reporting
ATM related incidents - Overview

Trend of Total numbers of ATM related incidents against flight hours (of the states which have reported AST)

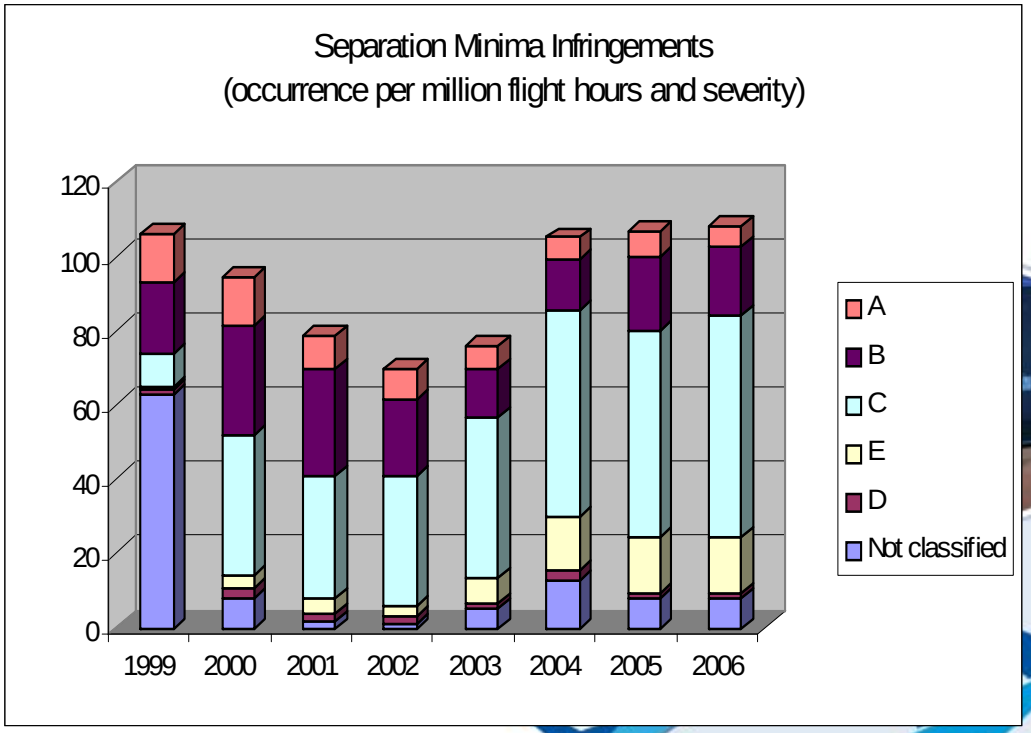


Trend of the Severity A and B



AST Reporting
Separation Minima Infringement

Trend of total numbers of SMIs against flight hours



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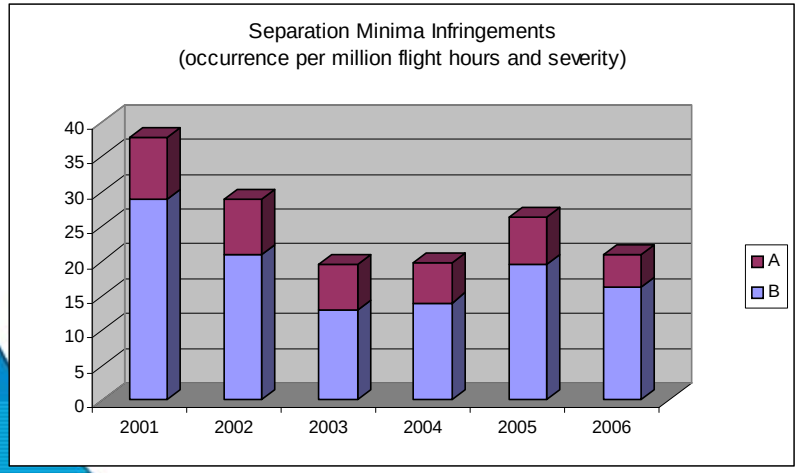
AST Reporting
Separation Minima Infringement

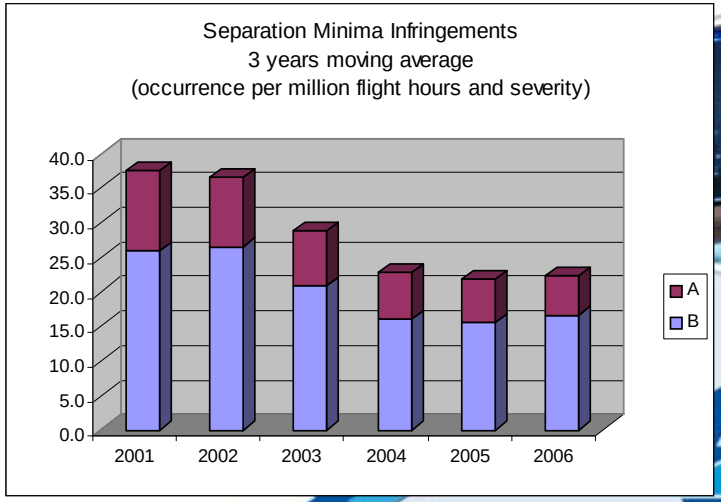
Trend of Severity A and B of SMIs against flight hours

two examples shown

Year by year

3 years moving average





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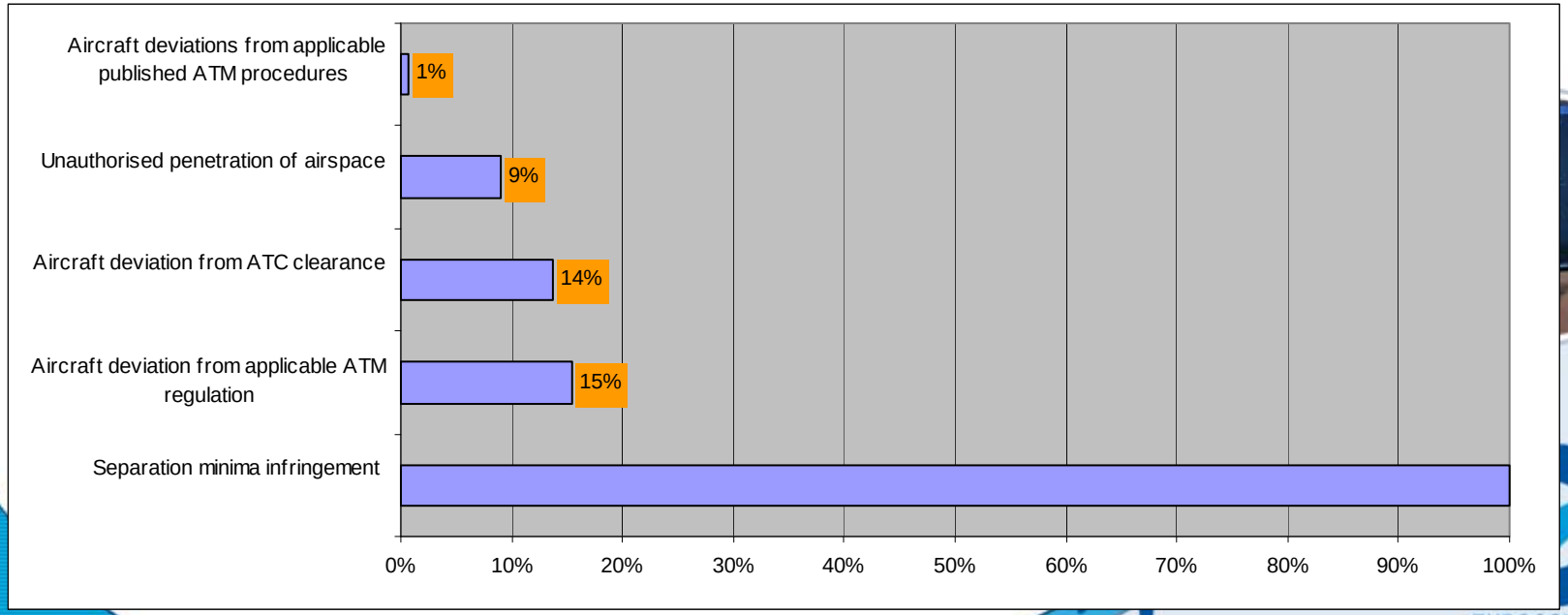
AST Reporting
Separation Minima Infringement

"Overlap" between SMI and other type of incidents

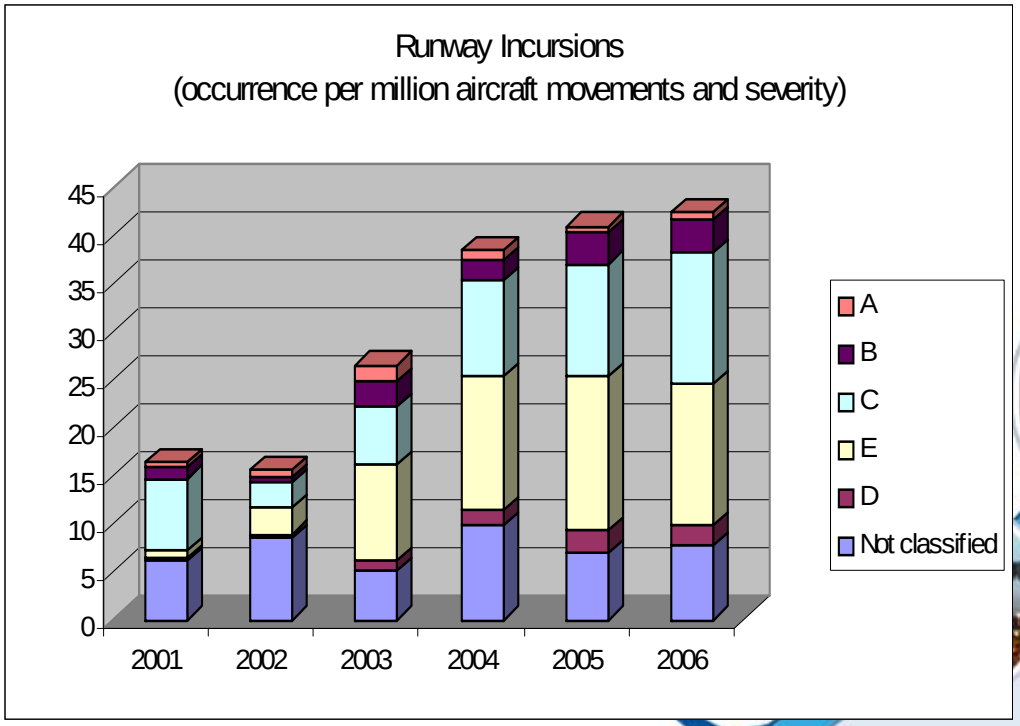
Overlap = incidents categorised both as SMI and another type(s) of incidents

How to read the graph: 9% of the SMIs were also Unauthorised Penetration of Airspace



AST Reporting
Runway Incursions

Total numbers against number of movements (arrivals + departures)



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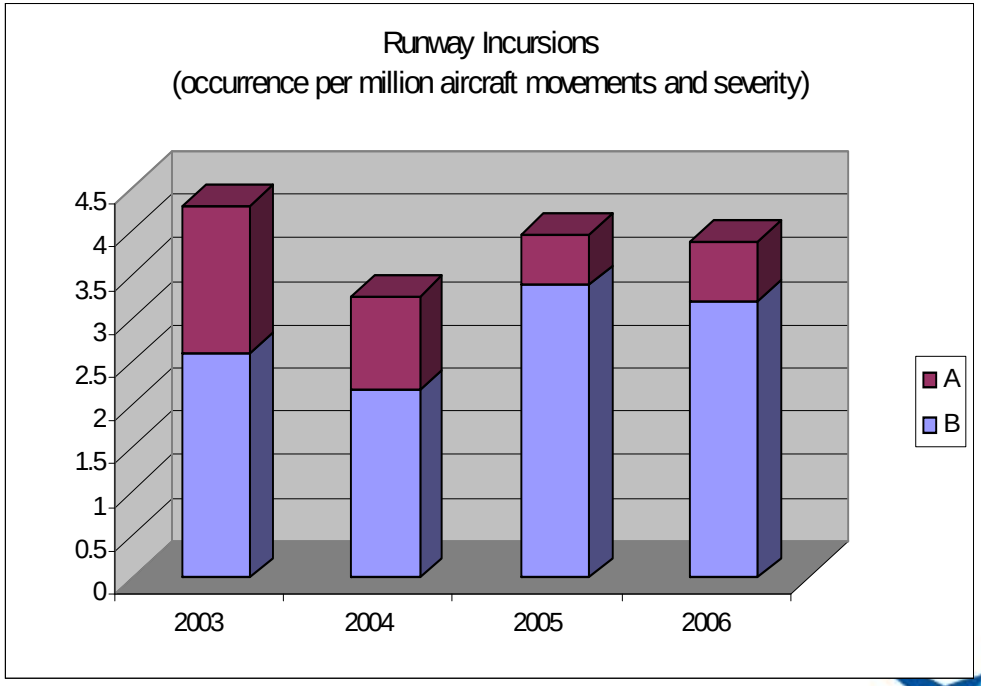
AST Reporting
Runway Incursions

… and same for severity A and B



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AST Reporting
Other sub-categories

Un-autorised penetration of airspace

Deviation from ATC Clearance

Deviation from applicable ATM regulation

Inadequate Separation

Near CFIT

Runway Excursion

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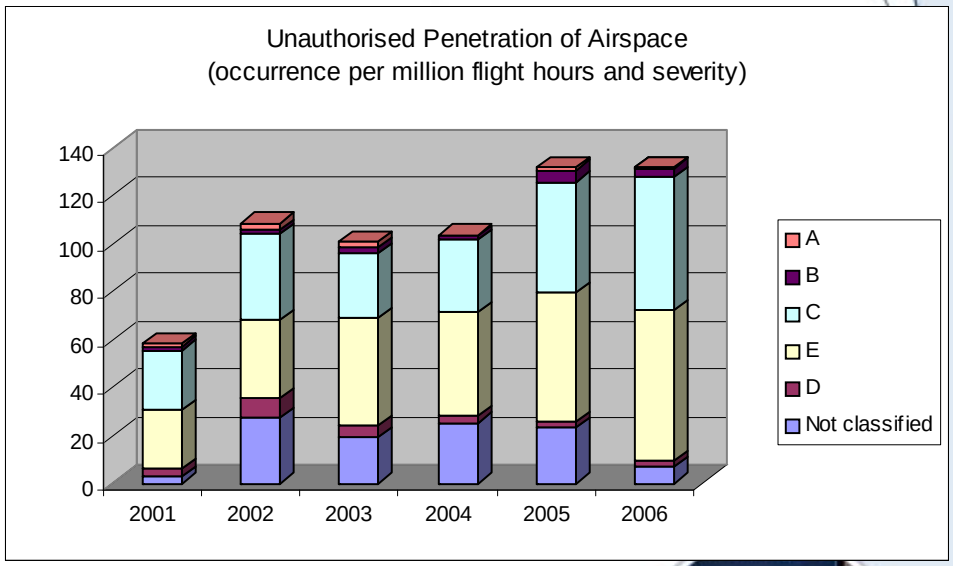
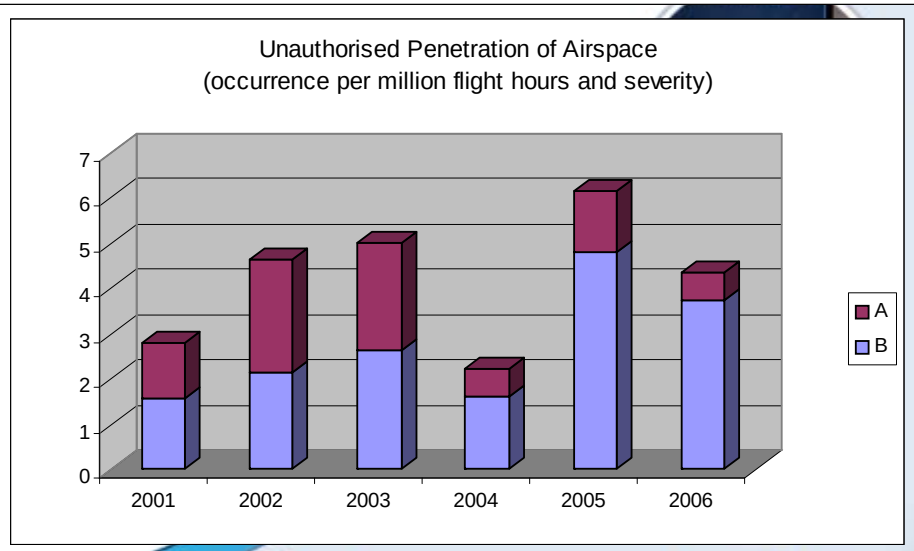
AST Reporting
Other sub-categories

Trend of total numbers of category X incidents against flight hours (of the states which have reported AST)



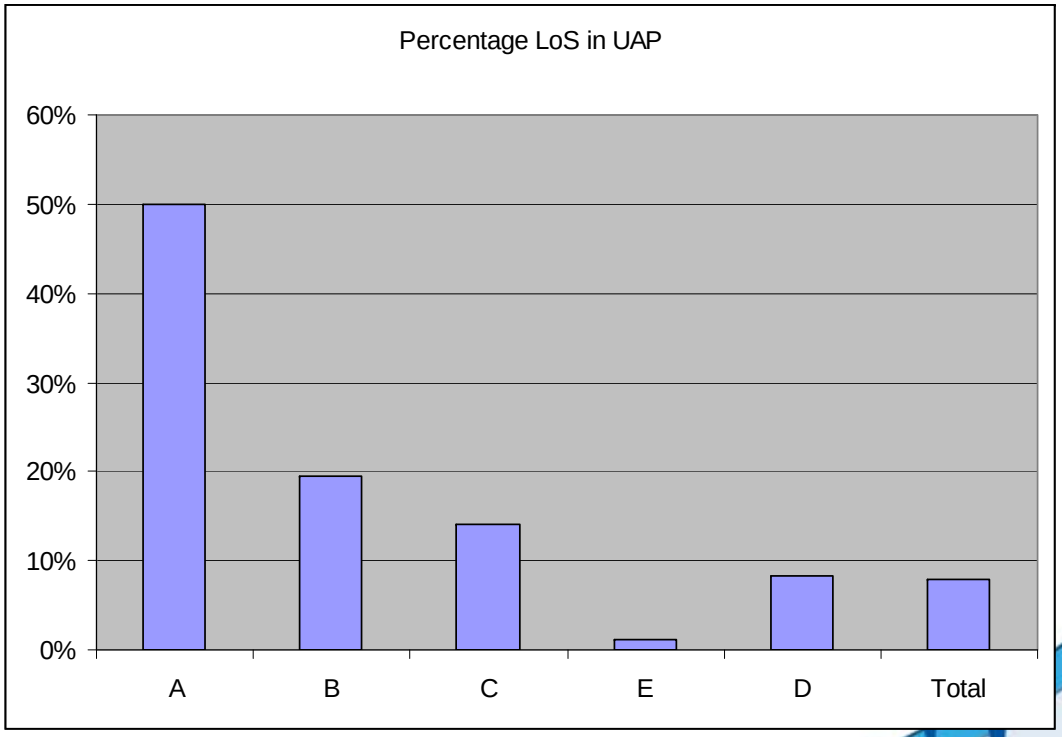
Trend of the Severity A and B



AST Reporting
Unauthorised Penetration of Airspace (UPA)

"Overlap" between UPA and "losses of separation" (i.e. SMI and Inadequate separations) – 2006 data

Only half Severity A (4 out of 8) UPA were also losses of separation



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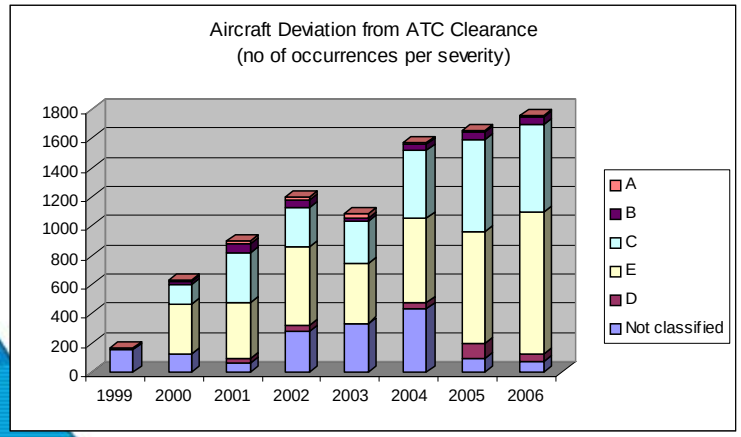
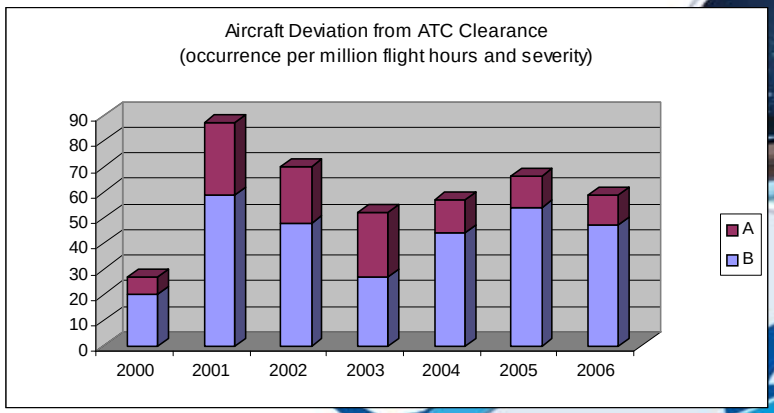
AST Reporting
Aircraft Deviation from ATC Clearance

Total numbers of incidents in this category increased by 5% - in line with the traffic growth.

The numbers of risk bearing incidents has also stabilised in comparison with last year's figures.The number of incident reported in 2005 is similar with 2004





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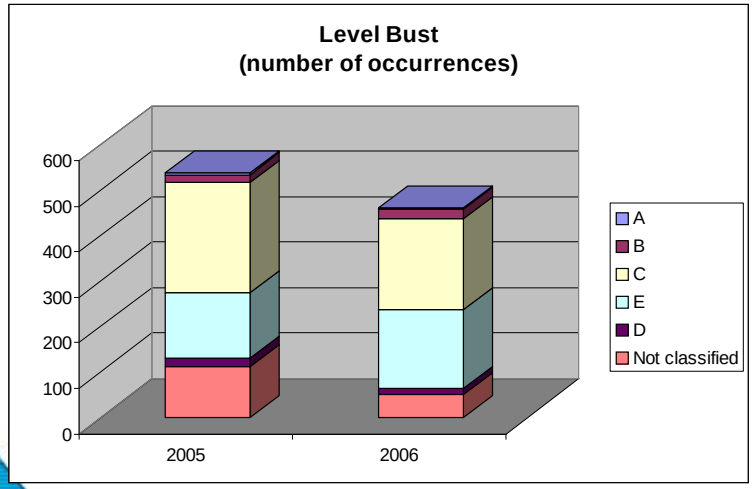
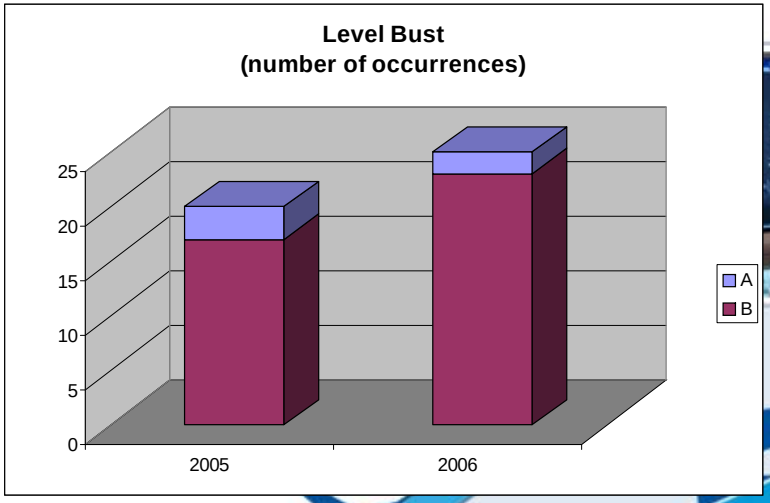
AST Reporting
Level Bust

In 2006 the total reported data for Level Busts show a decrease of 14% compared to last year.

In the risk bearing categories, the severity-A Level Busts decreased (from 3 to 2) the severity-B Level Busts increased (from 17 to 23).





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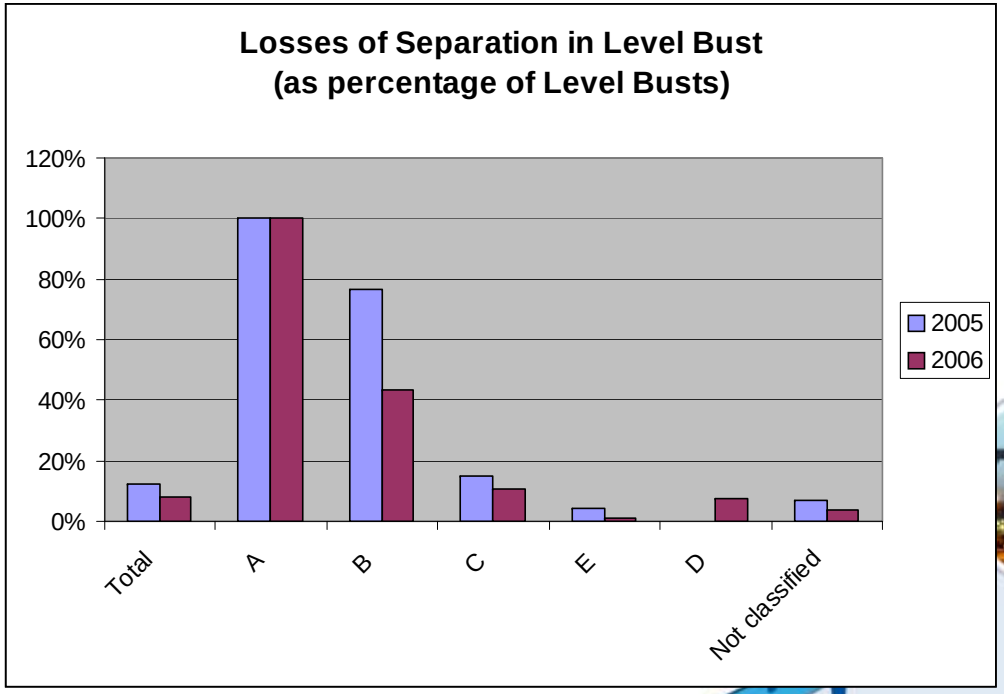
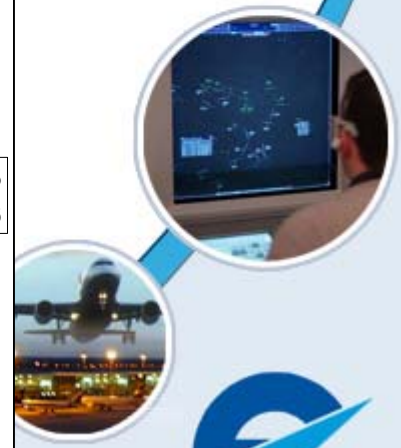
AST Reporting
Level Bust

Of the total of reported Level Busts, 8% resulted in a Loss of Separation (LoS), 4% less than in 2005

Of all the risk bearing Level Busts the majority resulted in a Loss of Separation - 100 % for Severity A (as in 2005), and 43 % for Severity B (down from 76% in 2005).





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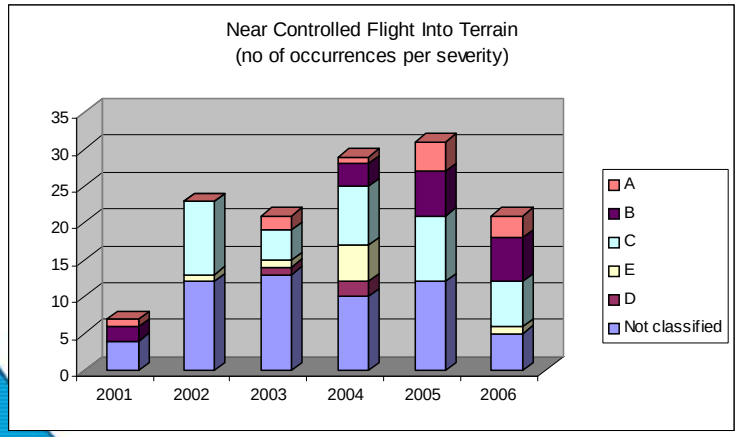
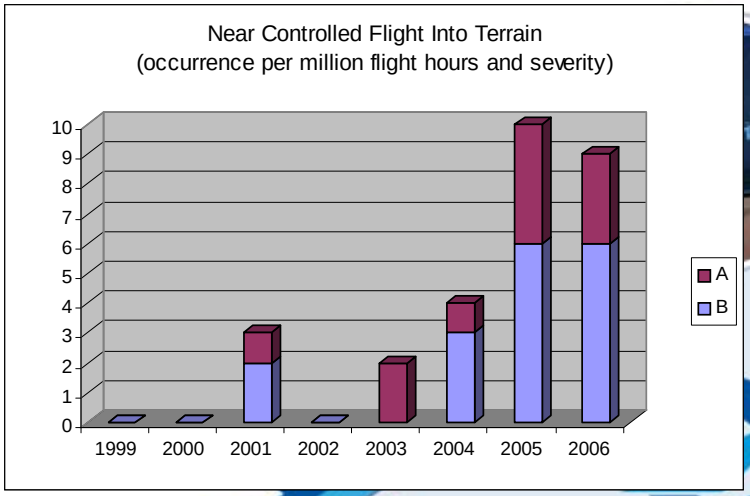
AST Reporting
Near CFIT

The total numbers of incidents in this category have decreased (21 in 2006, 31 in 2006).

However, the risk bearing incidents are almost at the same high level as in 2005 (3 severity A in 2006 vs. 4 in 2005, and 6 severity B in both 2006 and 2005) after a marked increase in 2005.





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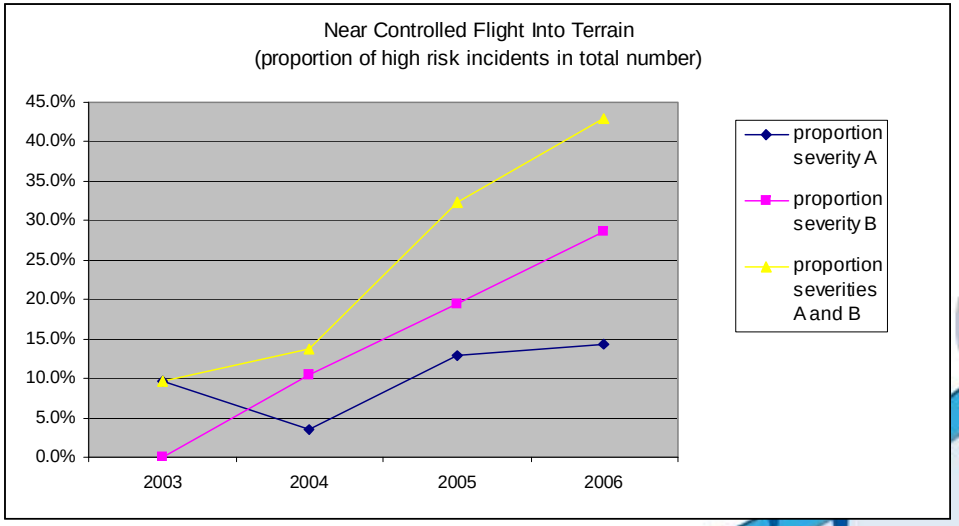
AST Reporting
Near CFIT

Although overall numbers of incidents in this category are low, the proportion of risk bearing incidents (severity A and severity B) in the total number of CFITs is very high (43% in 2006, 32% in 2005) and continues to increase over time.

For comparison the proportion of risk bearing incidents in separation minima infringement is around 20% and for runway incursions is 9-10%



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ATM specific occurrences indicators

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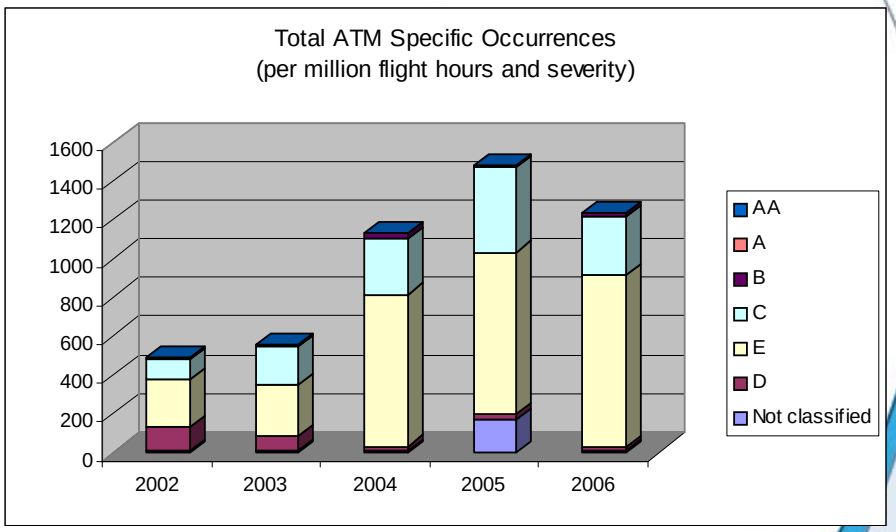
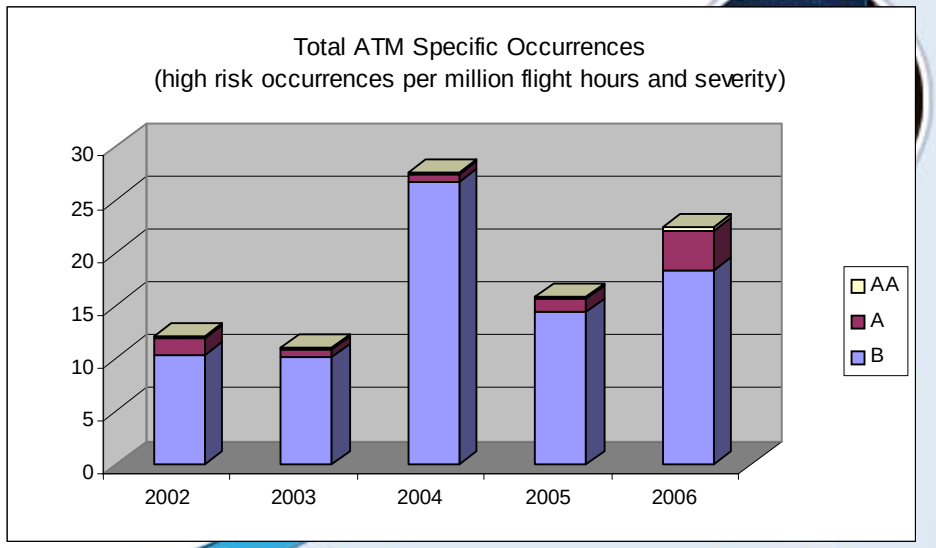
AST Reporting
ATM specific occurrences - Overview

Trend of total numbers against flight hours (of the states which have reported AST)

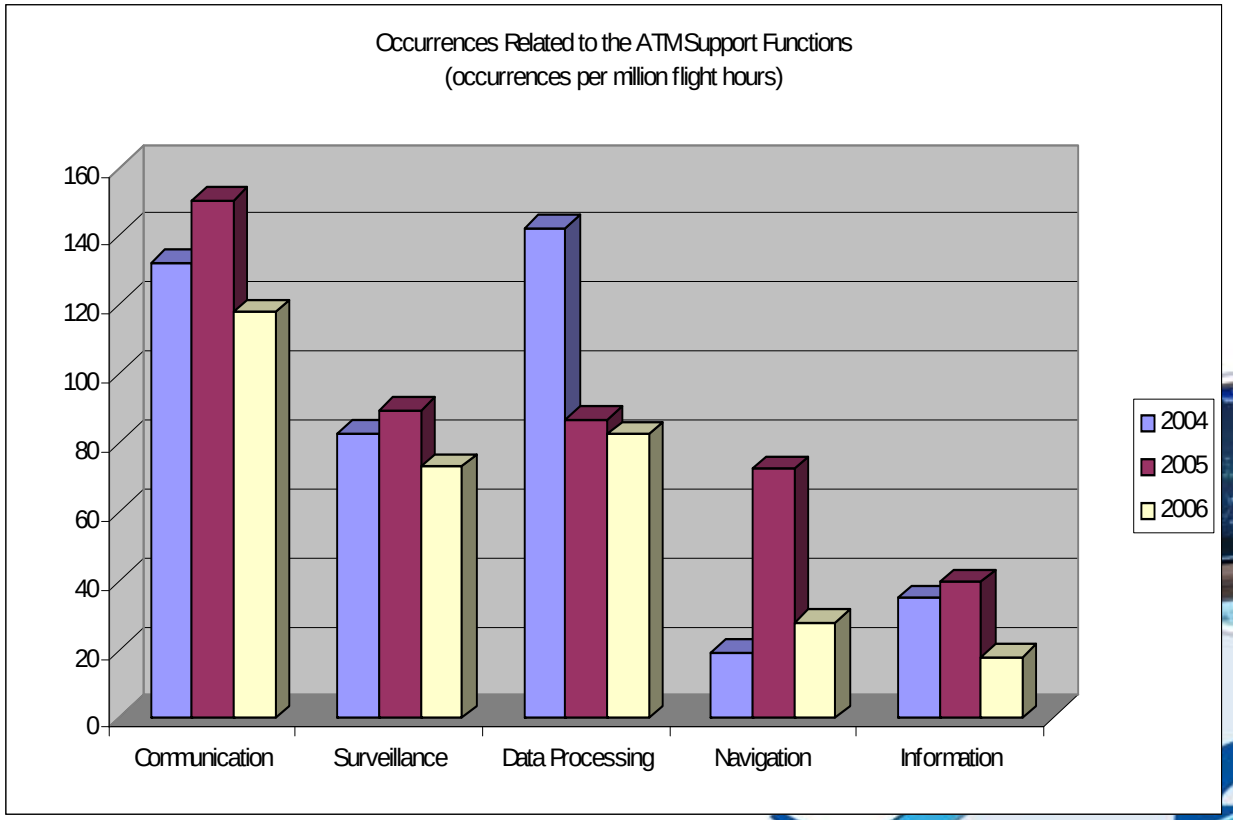


Trend of the Severity AA, A and B



AST Reporting
ATM specific occurrences - Overview

Trend of the occurrences related to the ATM Support functions



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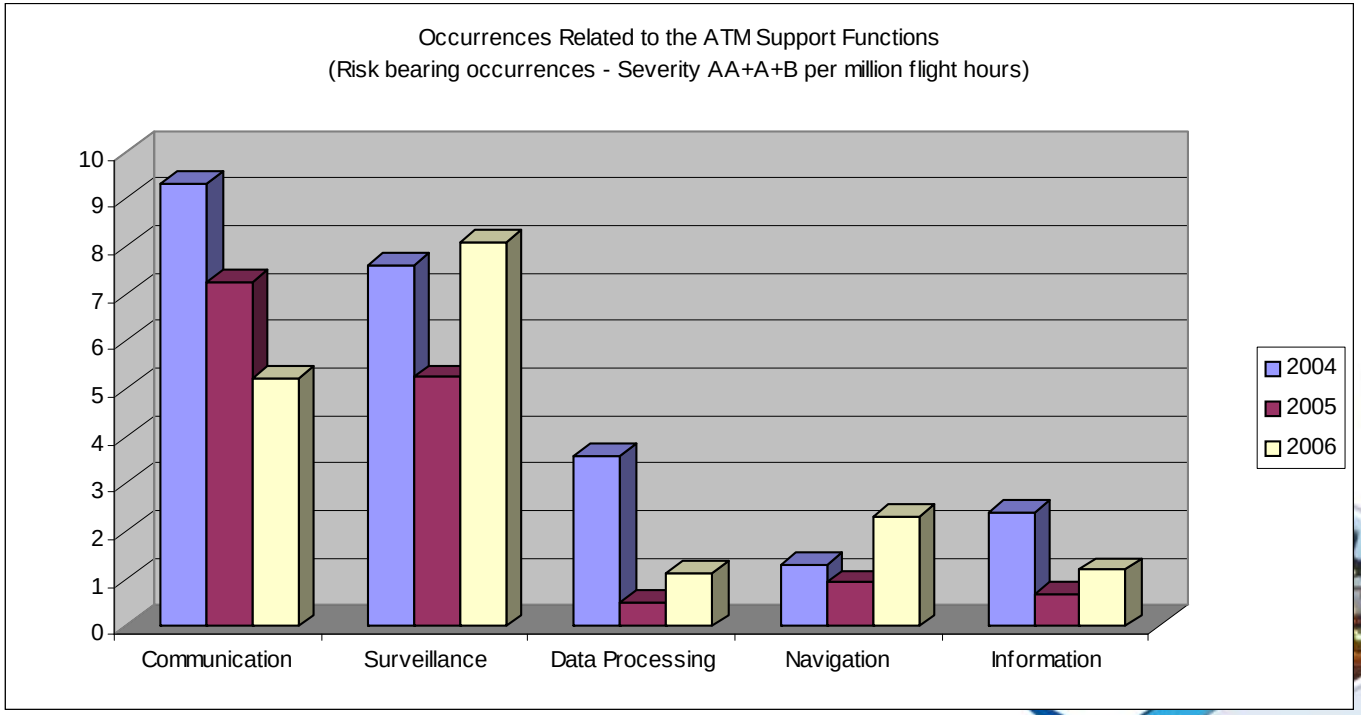
AST Reporting
ATM specific occurrences - Overview

Trend of the severity AA, A and B of the occurrences related to the ATM Support functions.



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AST Output