

# TOKAI Introduction

# Occurrence Investigation Process and TOOLS

# ESARR 2

Need to know about undesired events that have had or might have had an impact on safety

Reporting systems

Requires a common TAXONOMY

## Reported Safety Occurrences

Need to determine to what extent ATM has contributed to the occurrences and severity of a safety risk

Data collection  
Analysis  
Severity assessment  
ATM contribution

Requires HARMONISED PROCESSES

## Findings, Recommendations Severity Assessment

Need to share experiences

Agreements  
(bilateral or regional)

Annual  
Summary  
Template

Requires PROCEDURES  
CONFIDENTIAL ASSURANCE

## Trends, KRA, ATM improvements GLOBAL SOLUTIONS

# Background

# Need for harmonised analysis of ATM Safety Occurrences

---



1 Prerequisite for Safety Improvement - Lessons learned;

---



2 Safety Management - Harmonised approach;

---



3 Safety Regulation - Coherent data;

---

# Harmonised Analysis Implies

- 1 Common Method or Technique - SOFIA;
- 2 Shared Vocabulary - HEIDI;
- 3 Common process structure - guidelines document;
- 4 Support Tool - TOKAI;
- 5 Data Exchange Tool - SHIELD;

# ESARR2 compliance package



Guidelines for Safety Occurrences Investigation in ATM ;



Guidelines - Reporting Systems for ATM;



SOFIA Tutorial Workbook;

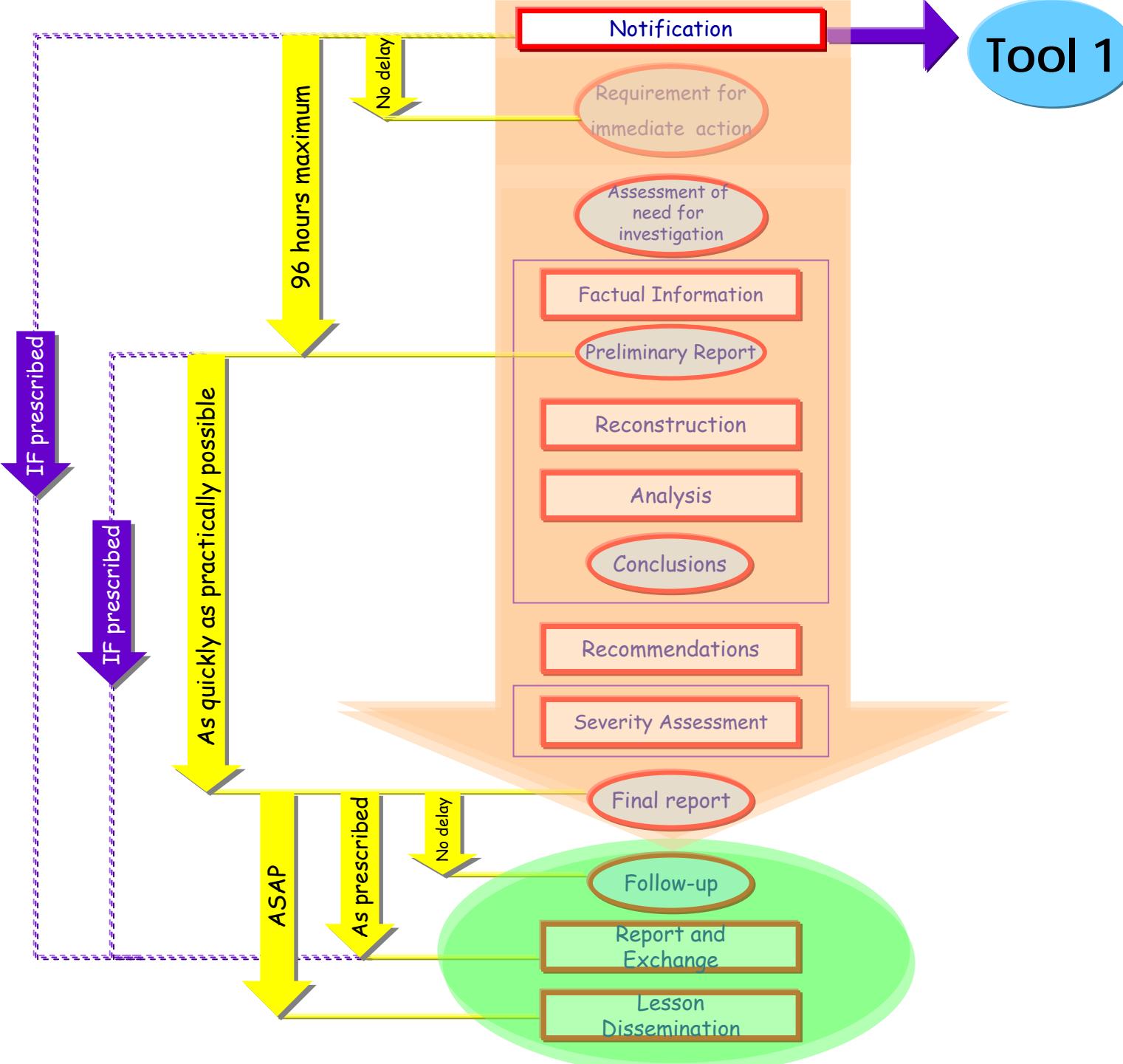


HEIDI Taxonomy;



Support Tool - TOKAI;

# Tools Description



# Tool 1

**TOKAI - ATS OCCURENCE REPORTING FORM**

ATS Occurrence Reporting Form

National Reference Number: REP0002

OK Help Cancel Print

**Main Data, Box 1-12**

1. Date and Time of Occurrence (UTC):  
 DATE (as YY/MM/DD) 12/02/1999  
 TIME (as HH:MM) 15:40

2. Day/Night  
 Day  
 Night

3. Geographical location of occurrence:  
 Latitude/other  
 Longitude/other

4. Aircraft Involved  
 Yes Number of Aircraft Involved: A/c no 1  
 No 2 A/c no 2

5. RTF frequency and surveillance equipment used:  
 119.7  
 SSR

6. Class of Airspace  
 A  
 B  
 C  
 D  
 E  
 F  
 G

7. Type of Air Traffic Service:  
 APP

8. Estimated Horizontal / Vertical Distance  
 Vertical Distance:  
 feet  m  
 0  
 Horizontal Distance:  
 NM  km  min  
 0

9. Automated Warning System  
 Ground-based  
 STCA  
 MSAW  
 APW  
 SMF  
 Other  
 Airborne  
 GPA  
 ACA  
 Other

10. Traffic Information Given  
 Yes  
 No

11. Recordings reviewed?  
 Yes  
 No

12. Weather  
 Yes  
 No



APDSG form

**A/c Details**

Operator: AFR  
 Call sign and/or registration: F-GJVG  
 Type: A320  
 ADEP: LFPO   
 ADES: LFML

OK Cancel Help

FL / Altitude / Height

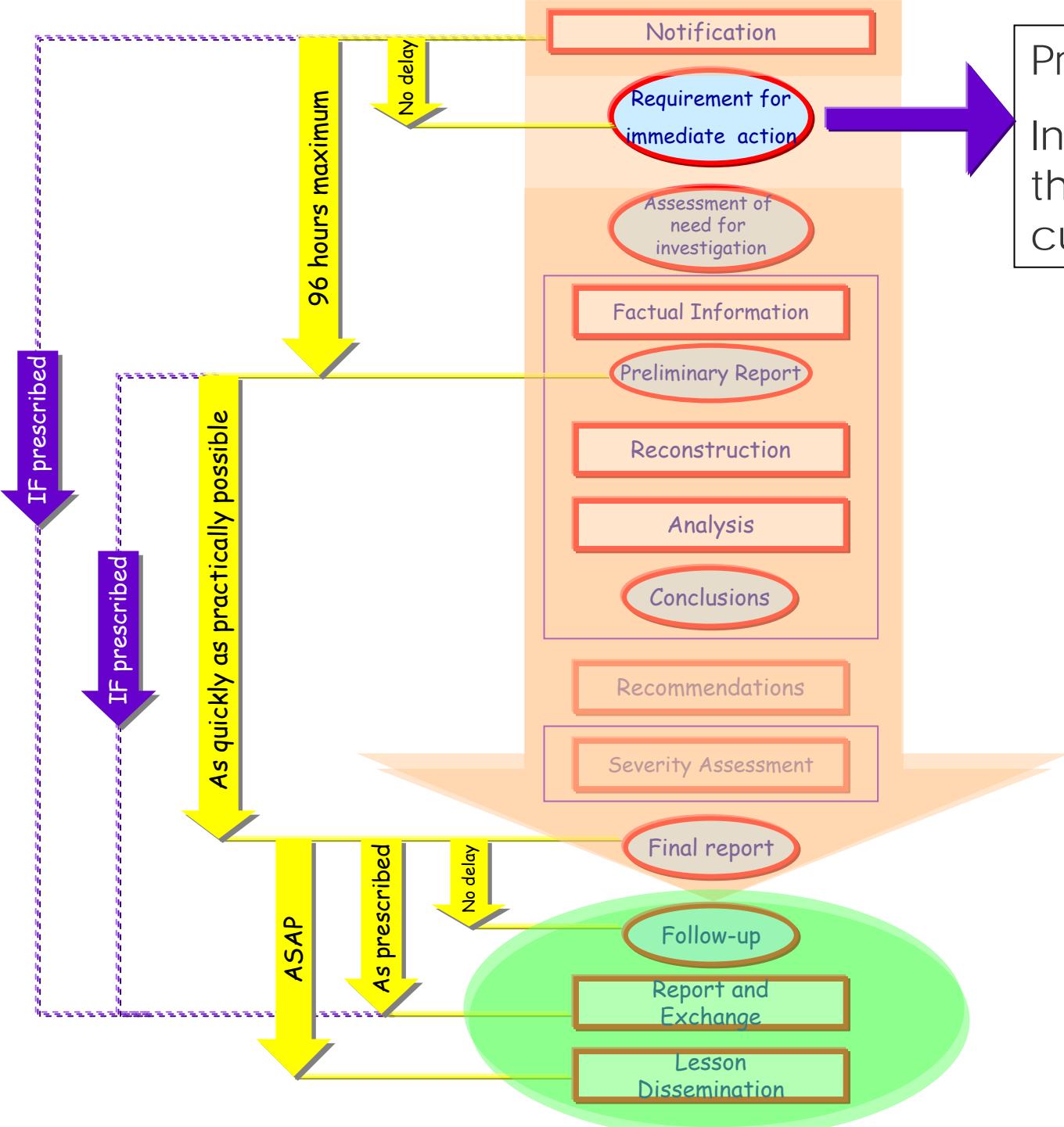
FL Actual Cleared <input type="radio"/> feet <input type="radio"/> m	Altitude Actual Cleared <input type="radio"/> feet <input type="radio"/> m	Height Actual Cleared <input type="radio"/> feet <input type="radio"/> m
119.7	8300	
SSR	7000	

SSR Code:   
 Mode C:  Yes  No

Relevant route segment: MEN-VALAG

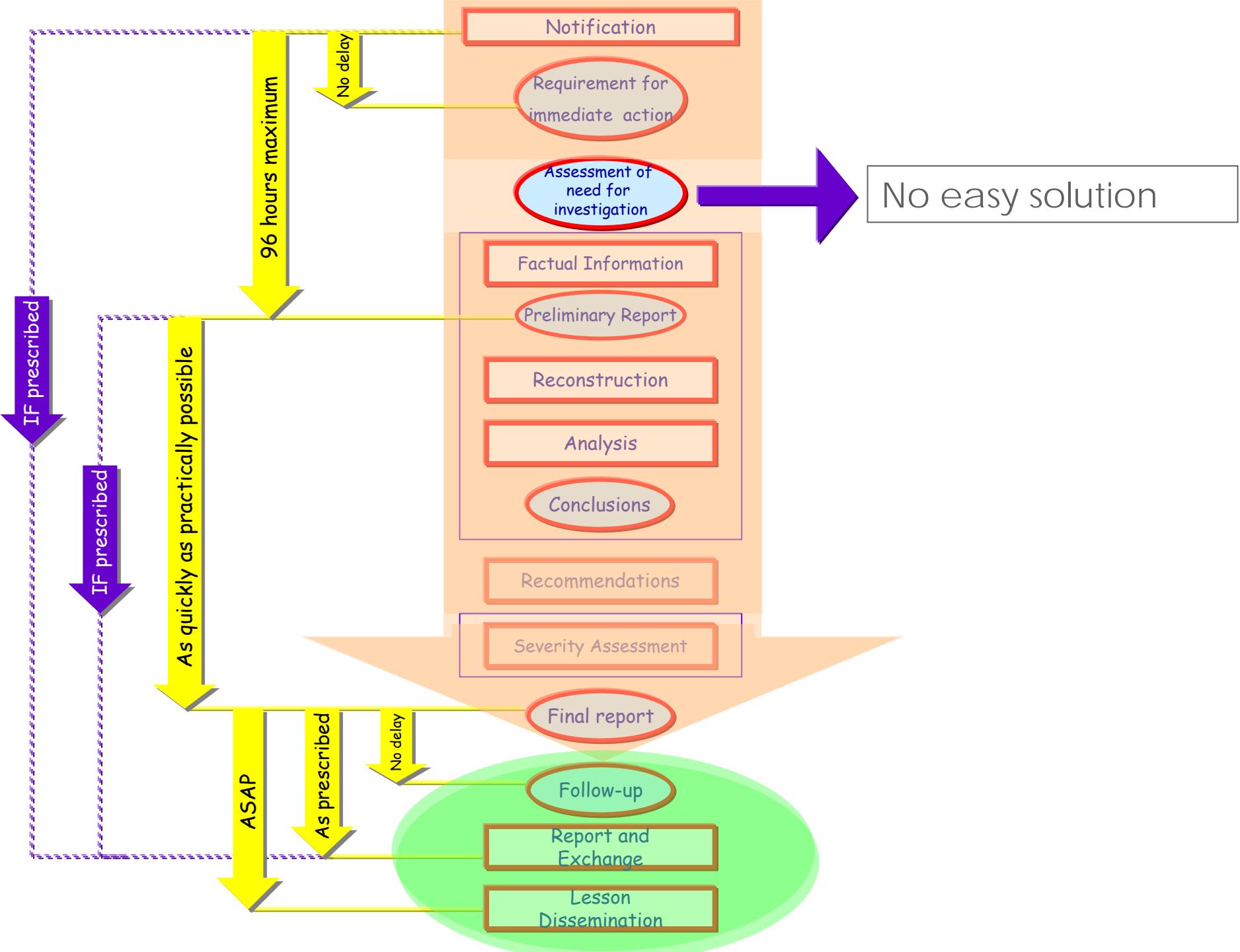
Flight Rules

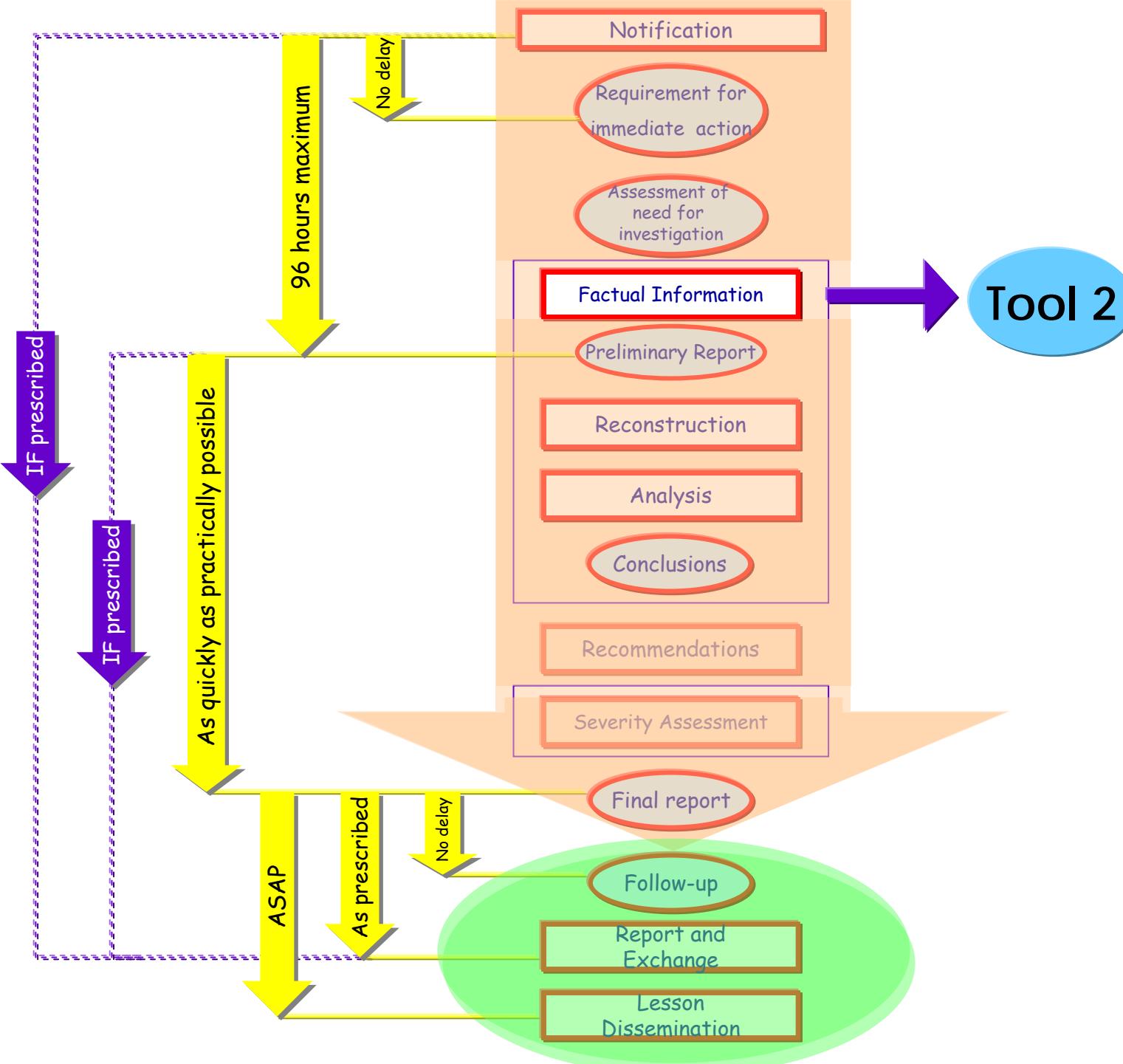
<input checked="" type="radio"/> IFR	<input type="radio"/> SVFR	<input type="radio"/> IFR / VFR	<input type="radio"/> Unknown
<input type="radio"/> VFR	<input type="radio"/> DVFR	<input type="radio"/> VFR / IFR	<input type="radio"/> Other



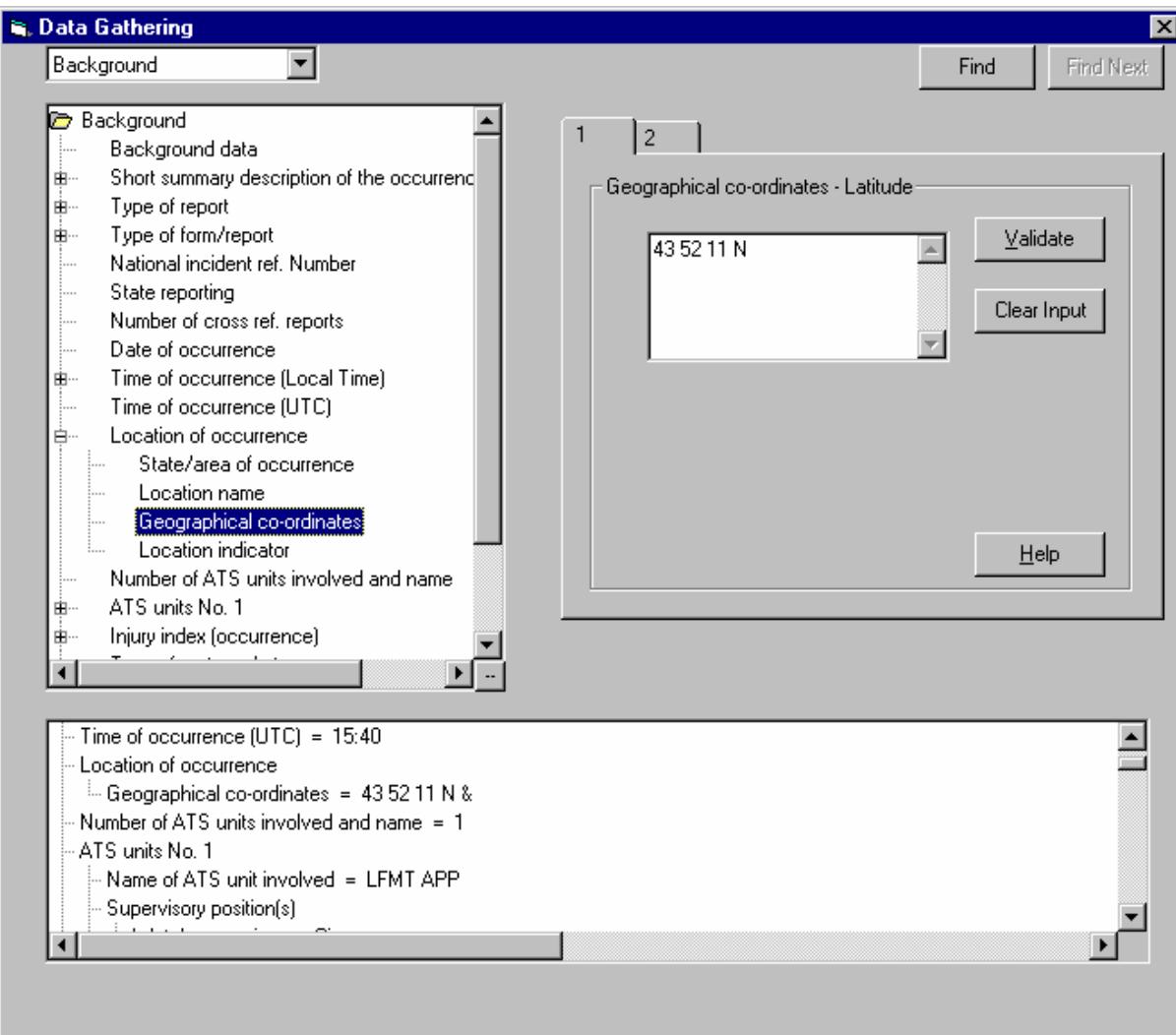
Proposal:

Include a check list that could be customised



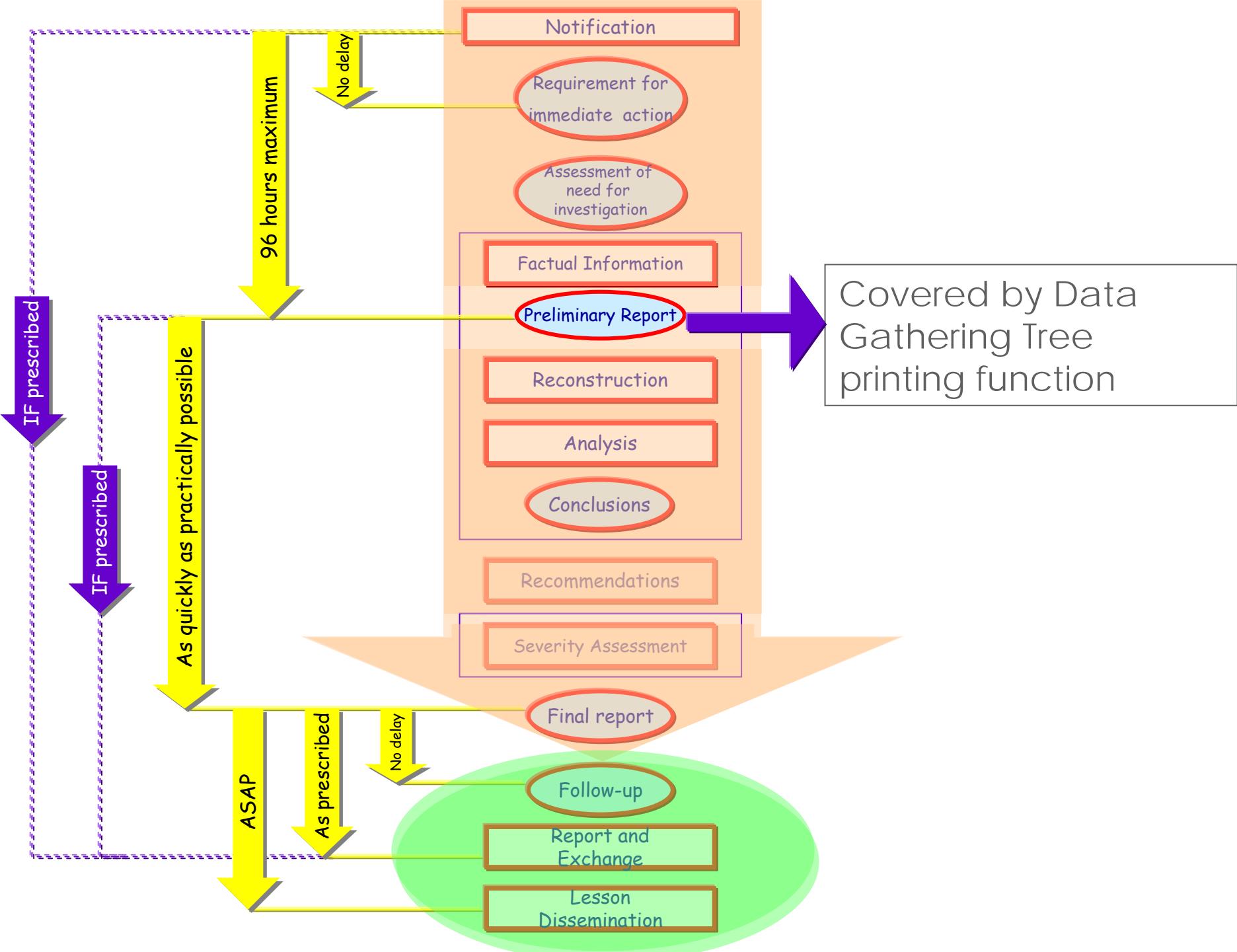


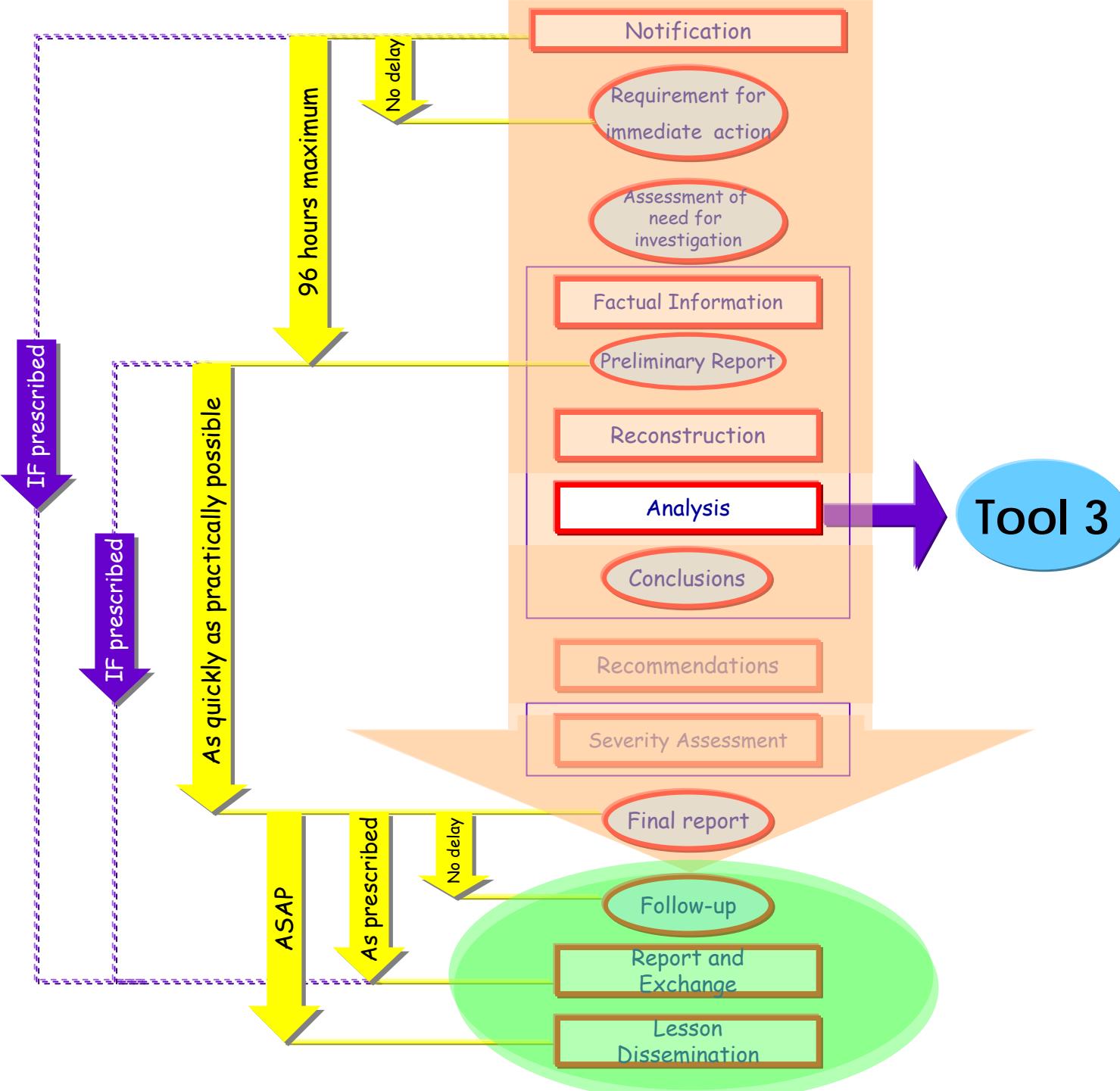
# Factual Information Gathering Tree



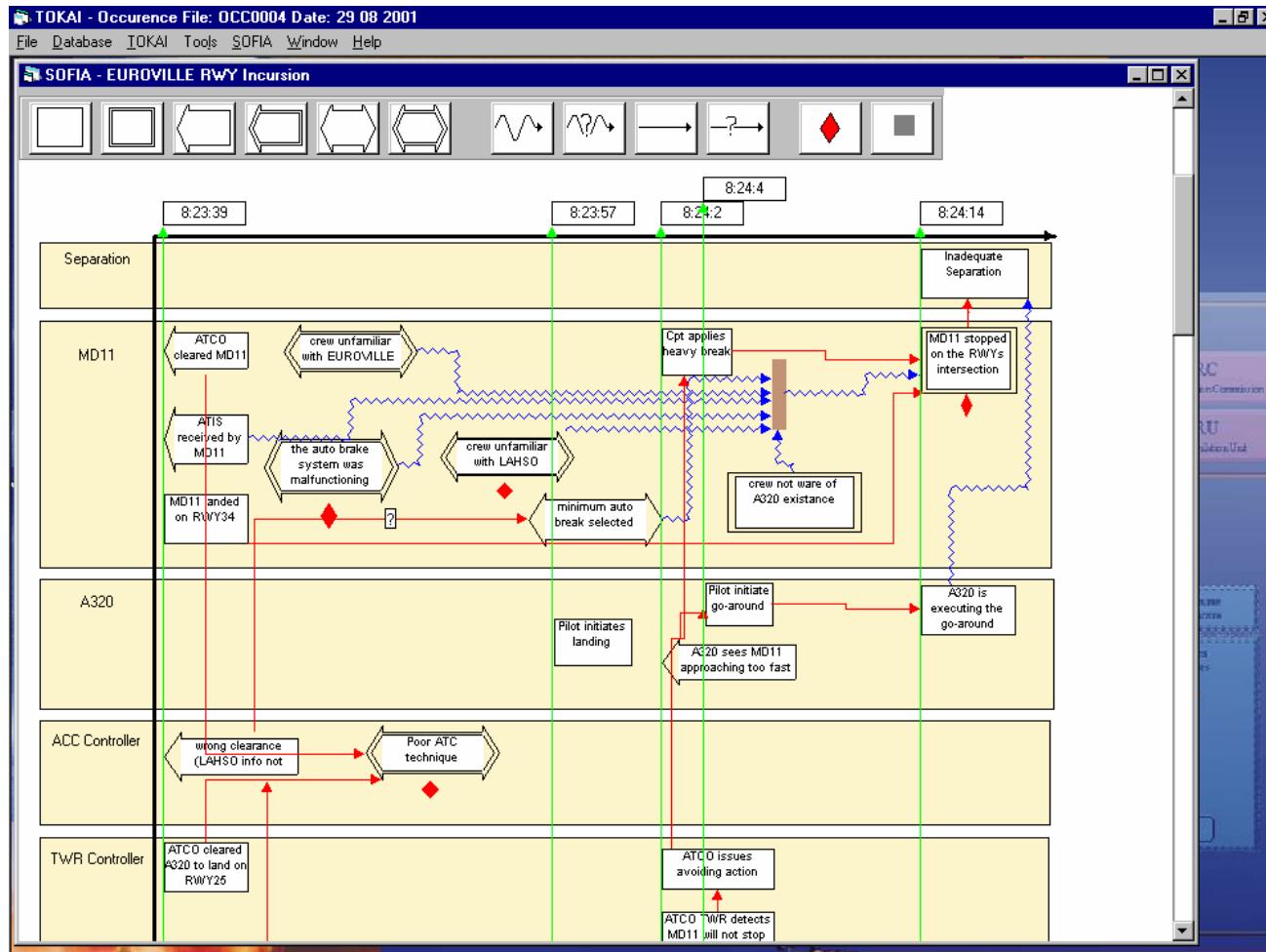
HEIDI Based, aligned  
with ICAO ADREP2000,  
includes

- Help
- Find function
- Report printing





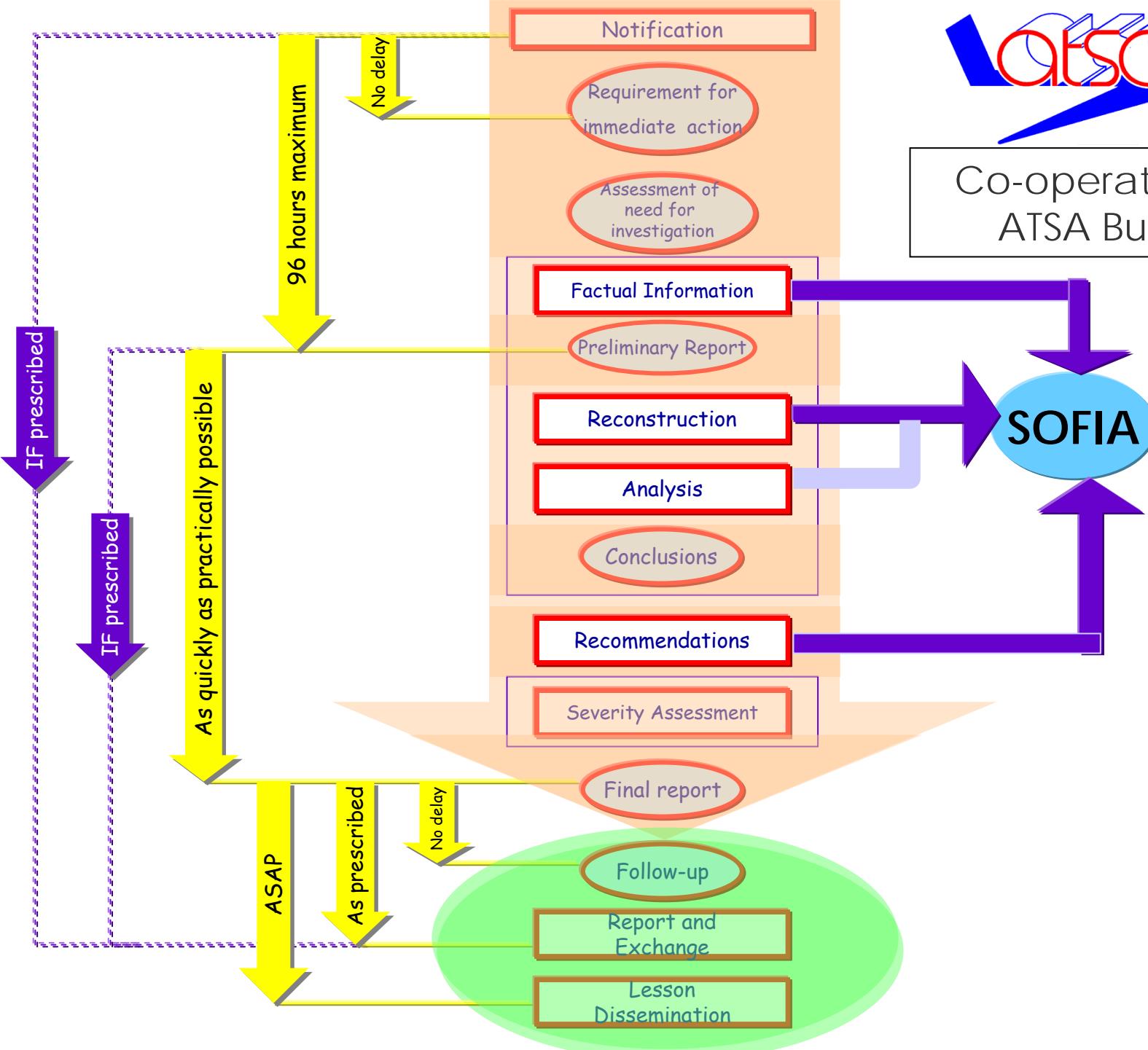
# Tool 3

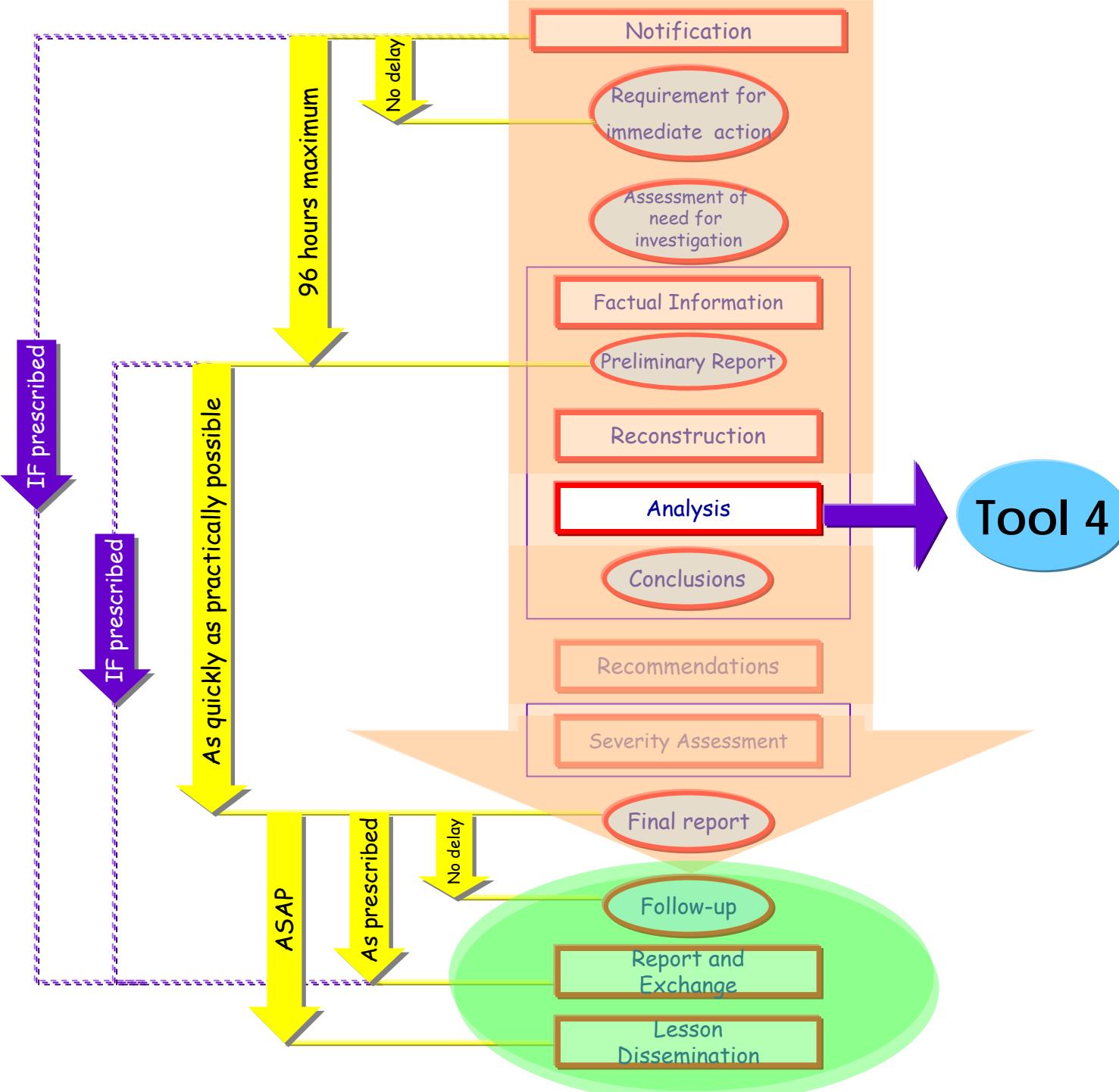


Sequentially  
Outlining and  
Follow-up  
Integrated  
Analysis

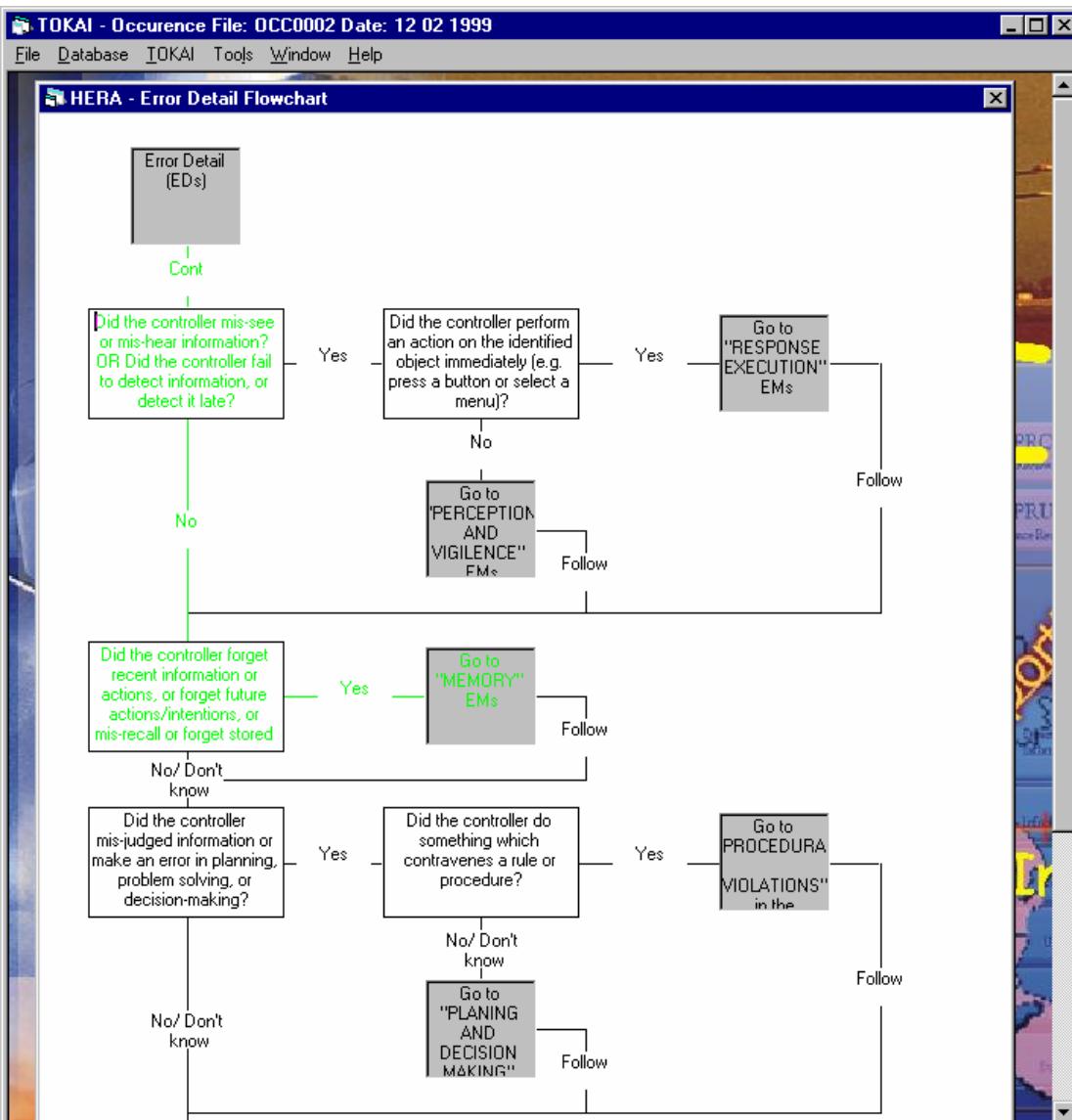


## Co-operation with ATSA Bulgaria



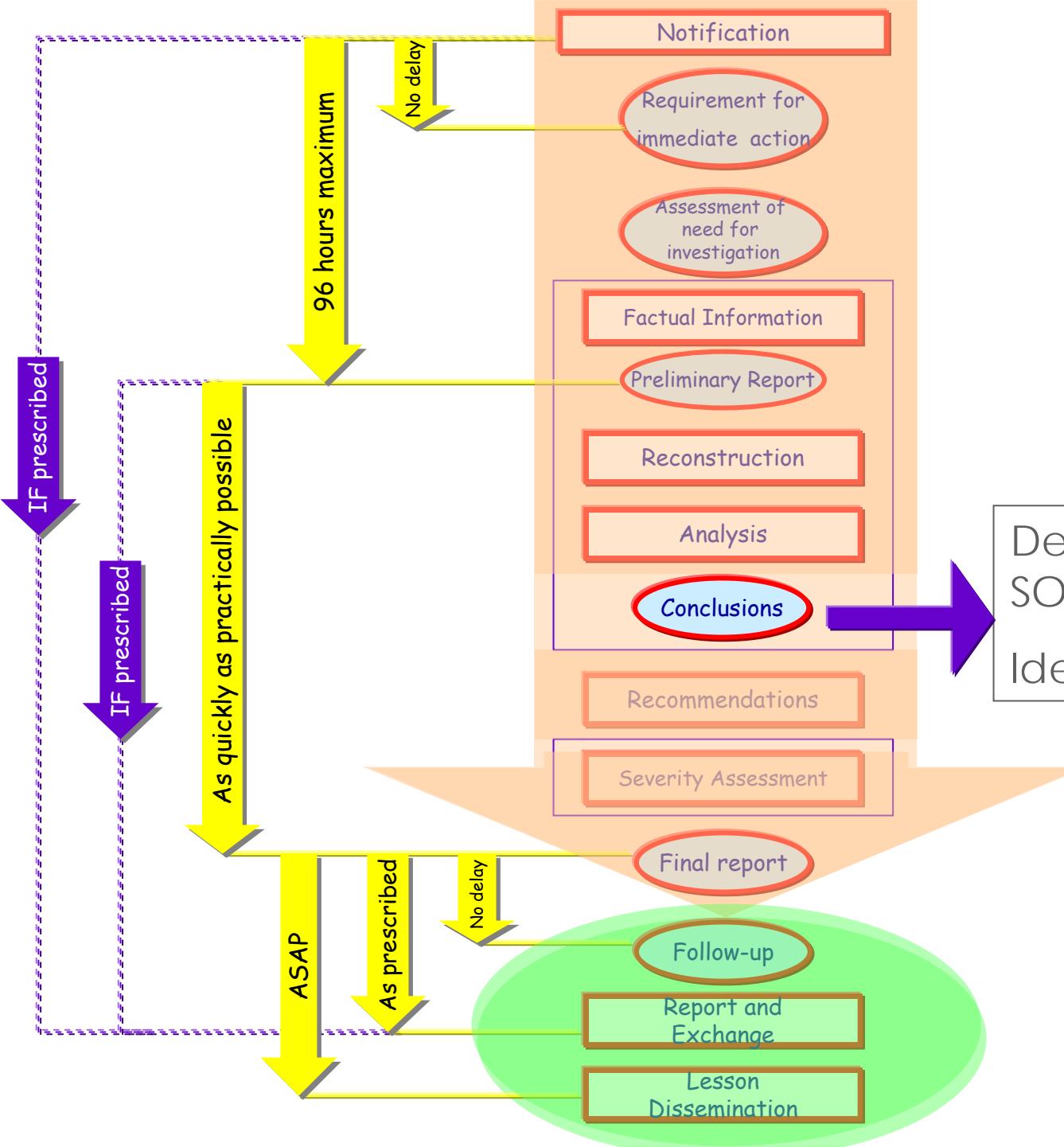


## Tool 4

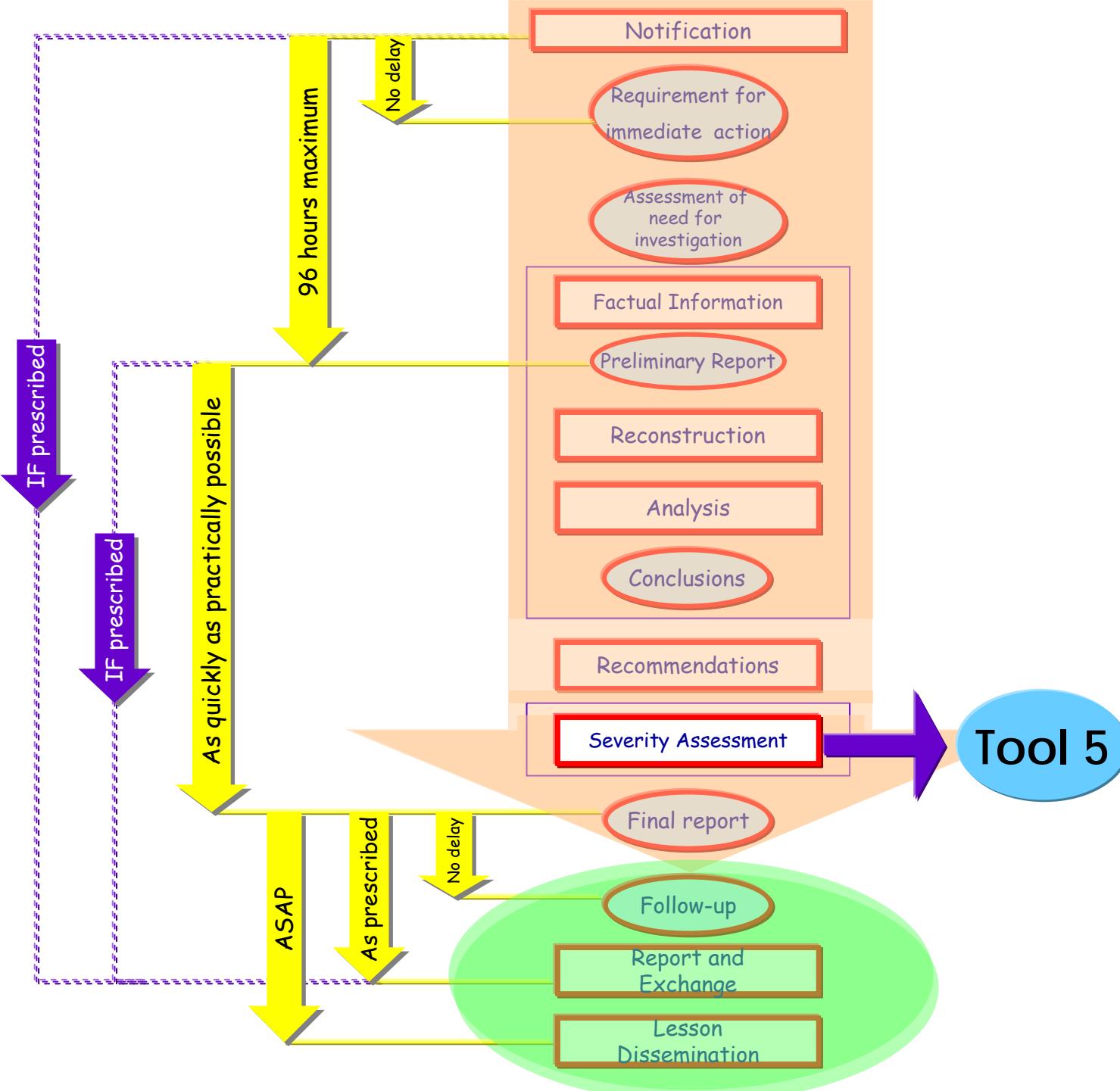


European Air Traffic Management Programme  
**EATMP**  
**Human Factors & Manpower Unit**

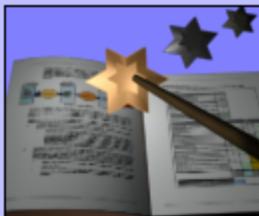
# Human Error in ATM



Derives directly from  
SOFIA & HERA:  
Identified key points



**Risk Analysis Wizard**



### Step 1/3 - Occurrence Category

The occurrence category step is used to select the type of occurrence. You can select a new risk evaluation sheet or load an existing one.

New occurrence risk analysis sheet

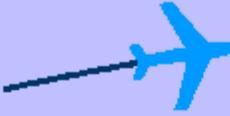
-  Occurrences involving more than one aircraft
-  Occurrences involving a single aircraft
-  ATM specific occurrences

Existing risk analysis sheets for this occurrence

ID	Atm Risk	Gnd Risk	Comment
1	C5	C5	test1

What's This? Qualitative Quantitative Notes Previous Next Done

**Risk Wizard - Multiple Aircraft - Quantitative Mode**



**Step 2/3 - Severity**

Enter the occurrence criterion by selecting the most appropriate options in the drop down boxes below to calculate the severity of the occurrence.

A1	B1	C1	E1	D1
A2	B2	C2	E2	D2
A3	B3	C3	E3	D3
A4	B4	C4	E4	D4
<b>A5</b>	<b>B5</b>	<b>C5</b>	<b>E5</b>	<b>D5</b>

**ATM** **ATM Ground**

ATM ground contribution **Indirect**

**1. Risk of collision**

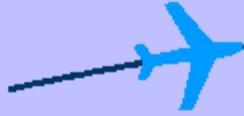
Separation	Between 50% and 75% of minimum separation	3
Rate of closure	Rate of closure MEDIUM (>60 and <=250 knots, >1000 and <=2000 ft/mn)	3

**2. Controllability**

Conflict detection	Conflict NOT detected	5
ATM ground planning	NO Plan	5
Execution of planning	NO execution of plan	5
Ground safety nets	Not applicable	ATM 0 GND 0
ATM recovery	Recovery was INADEQUATE	ATM 5 GND 5
Airborne safety nets	TCAS triggered or see and avoid pilot decision (in the absence of TCAS)	ATM 0 GND 10
Pilot recovery	Unknown	ATM 0 GND 0

**What's This?** **Qualitative** **Quantitative** **Notes** **Previous** **Next** **Done**

**Risk Wizard - Multiple Aircraft - Quantitative Mode**



**Risk Analysis Completed**

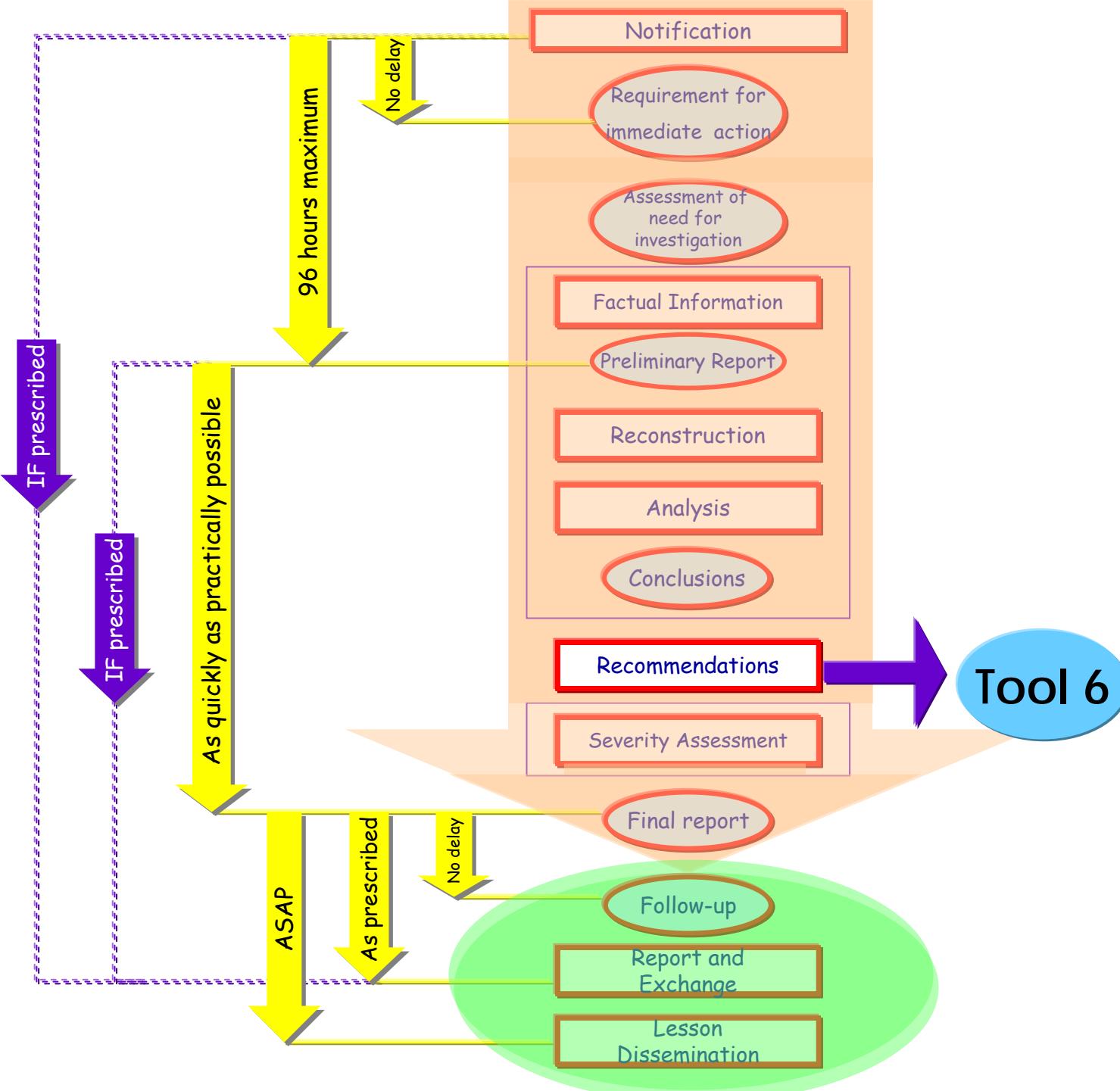
The risk analysis has been calculated from the data entered. You can use the buttons at the bottom of the screen to go back and adjust / fine tune the results.

Repeatability	A1	B1	C1	E1	D1
A2	B2	C2	E2	D2	
A3	B3	C3	E3	D3	
A4	B4	C4	E4	D4	
A5	B5	C5	E5	D5	
Severity					

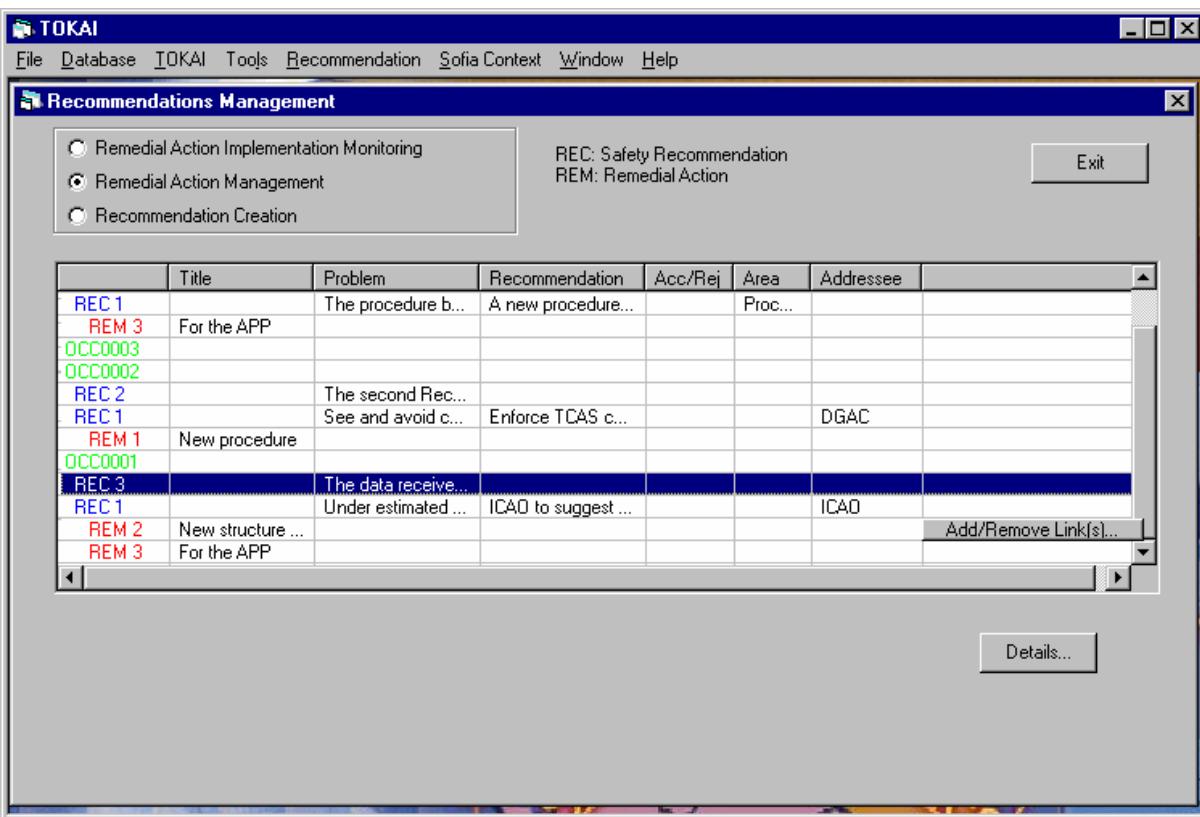
ATM Risk      B3  
ATM-Ground Risk      A3

Overall      87%  
Severity      90%  
Repeatability      84%

What's This?      Qualitative      Quantitative      Notes      Previous      Next      Done



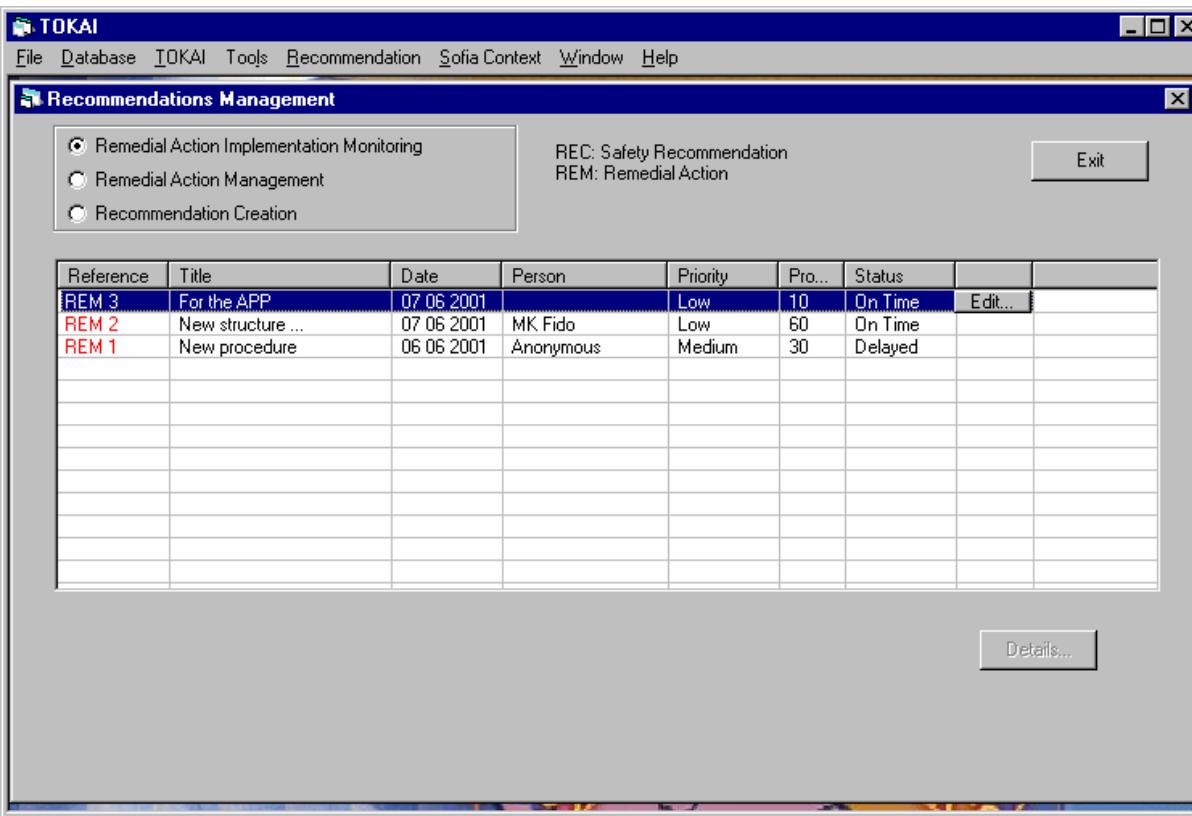
# Tool 6



## Safety Recommendations functions:

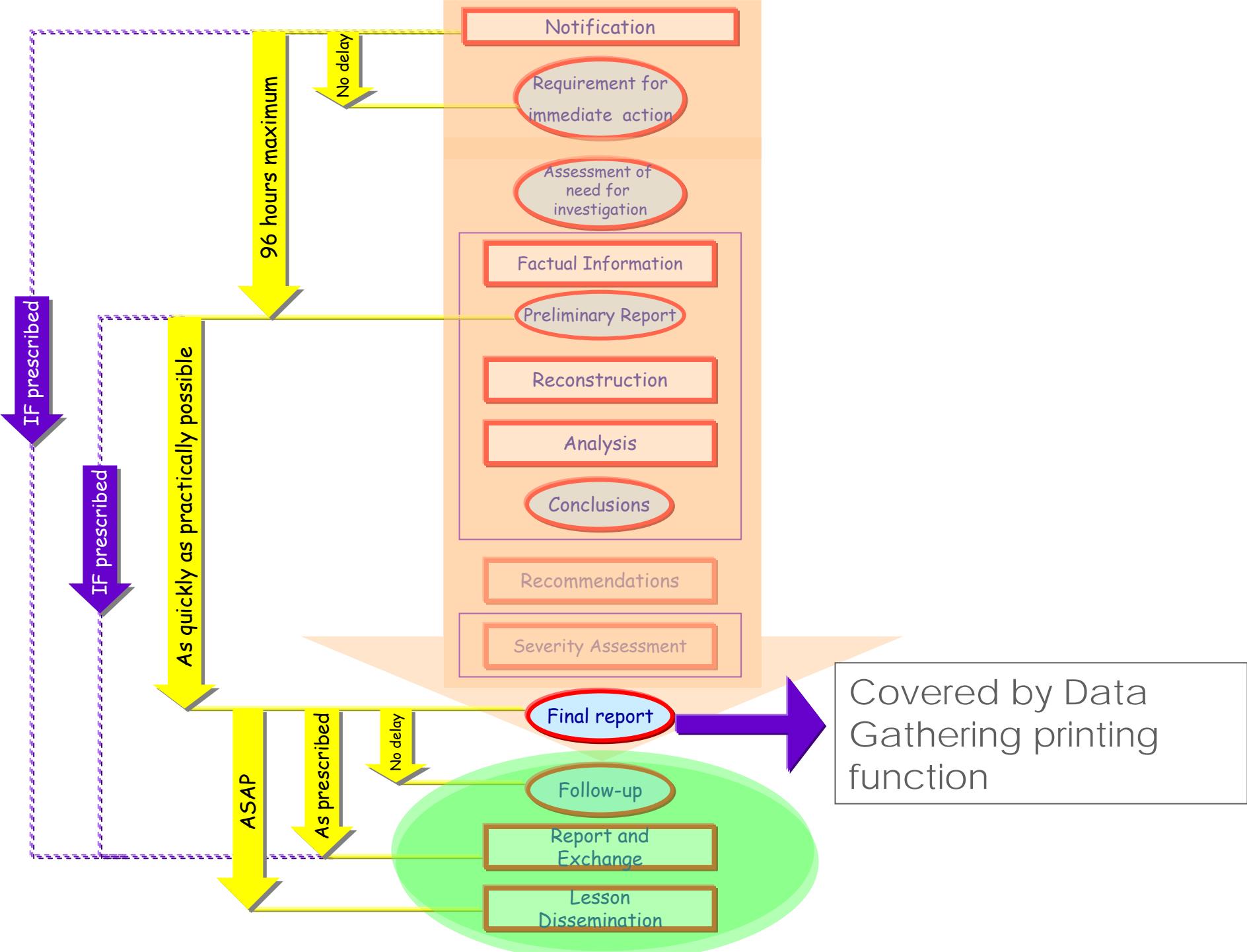
- at creation, verify existing (two way search)

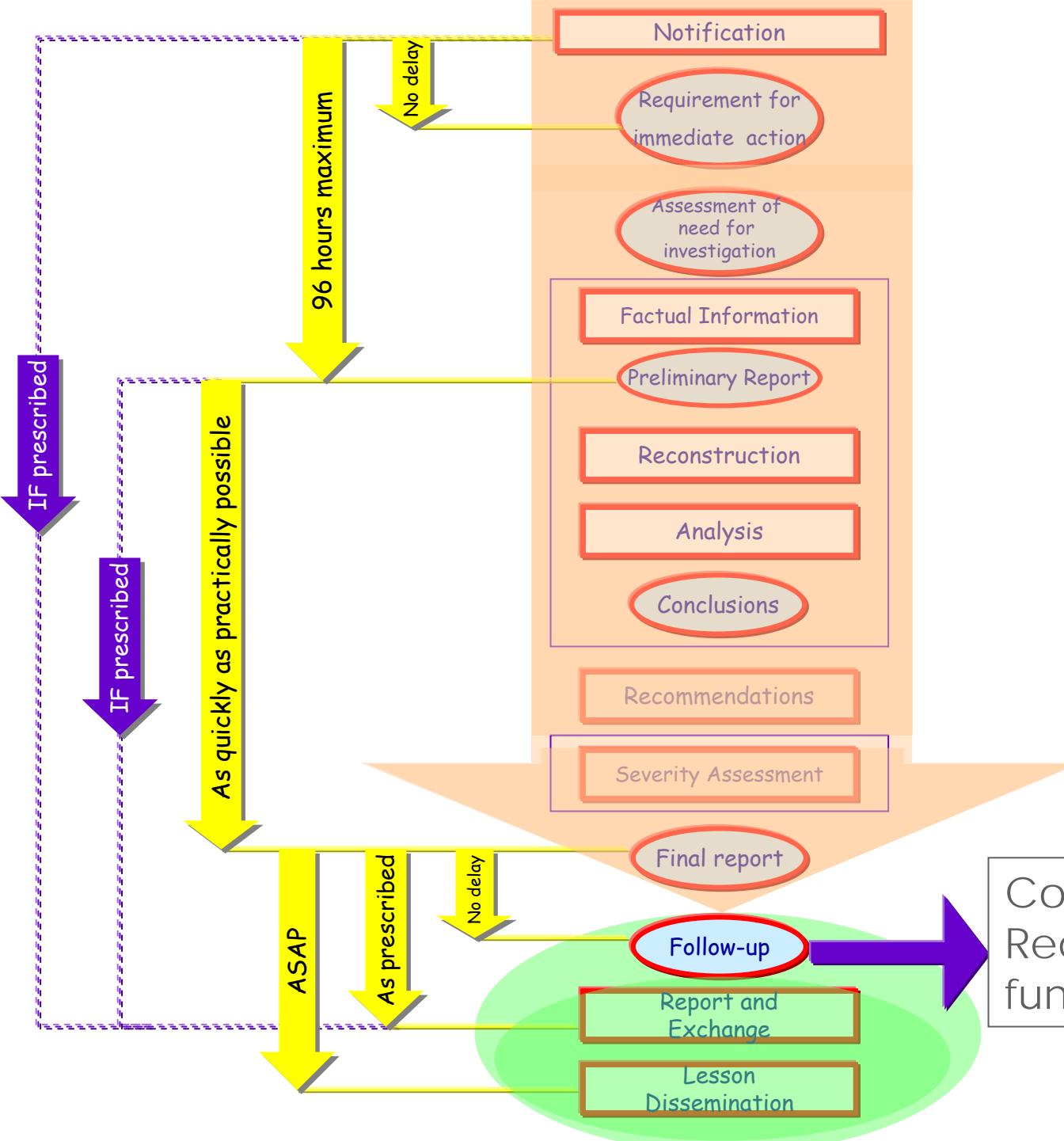
# Tool 6



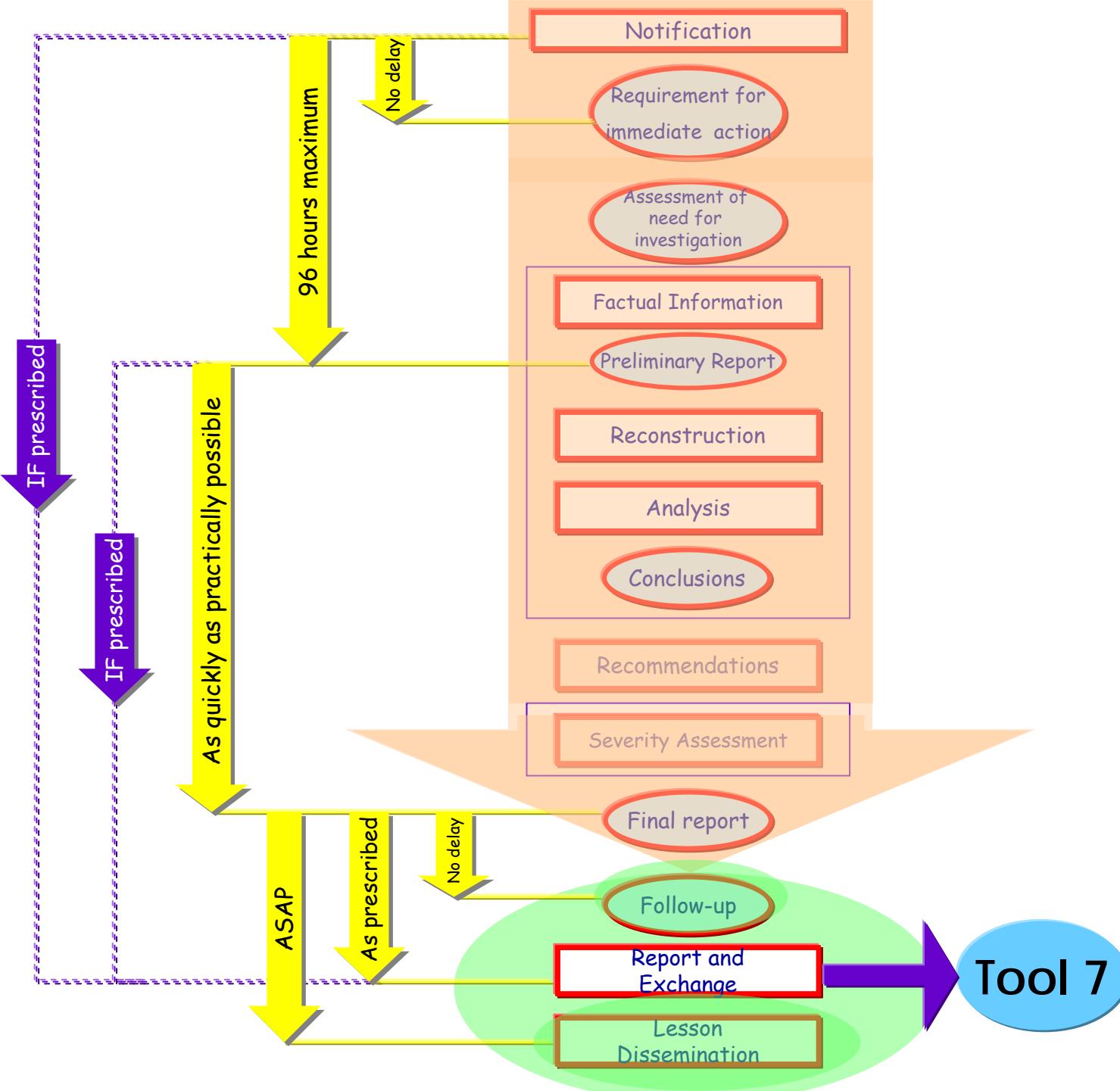
Safety  
Recommendations  
functions:

- at follow-up, monitor implementation

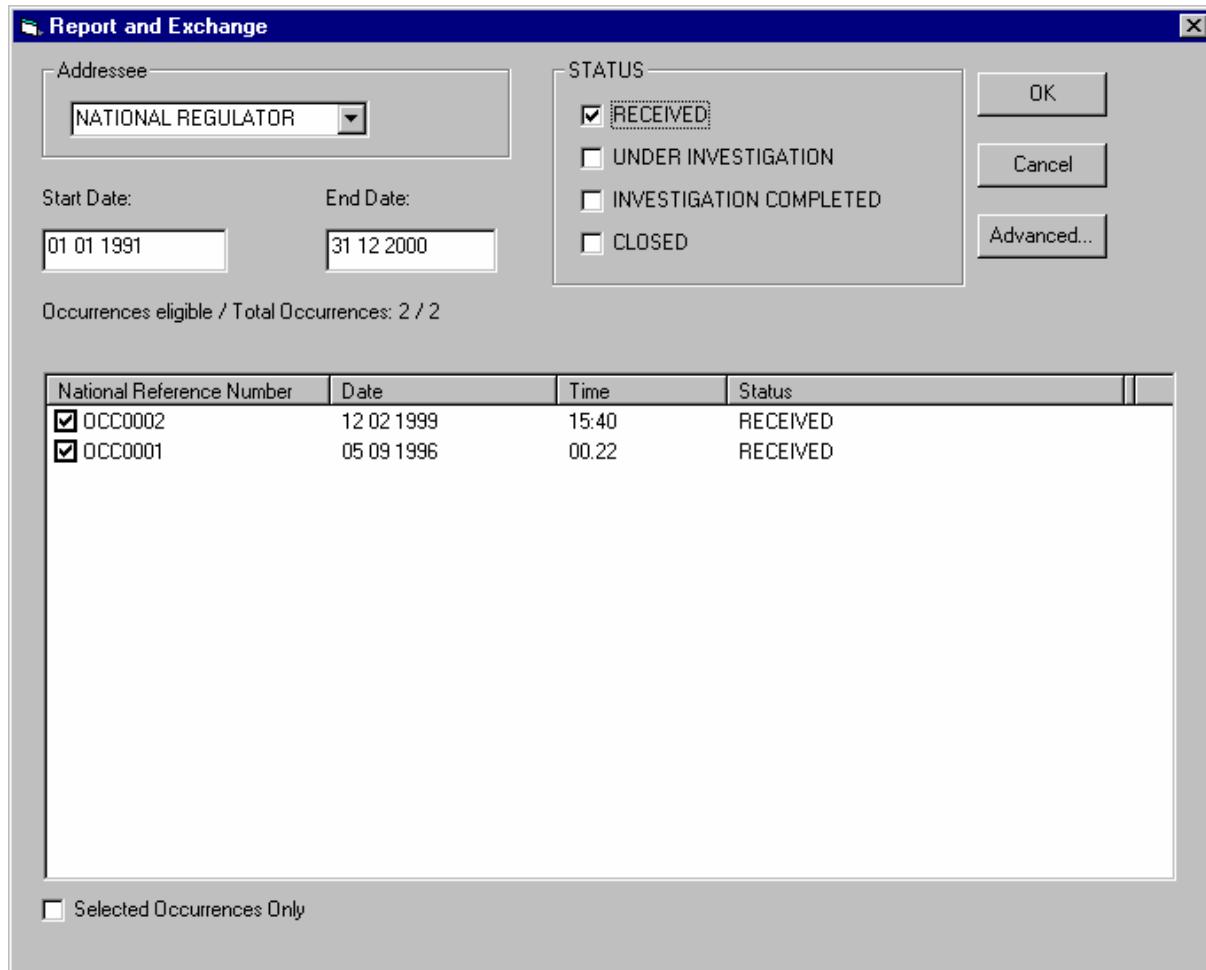




Covered by Safety  
Recommendations  
function

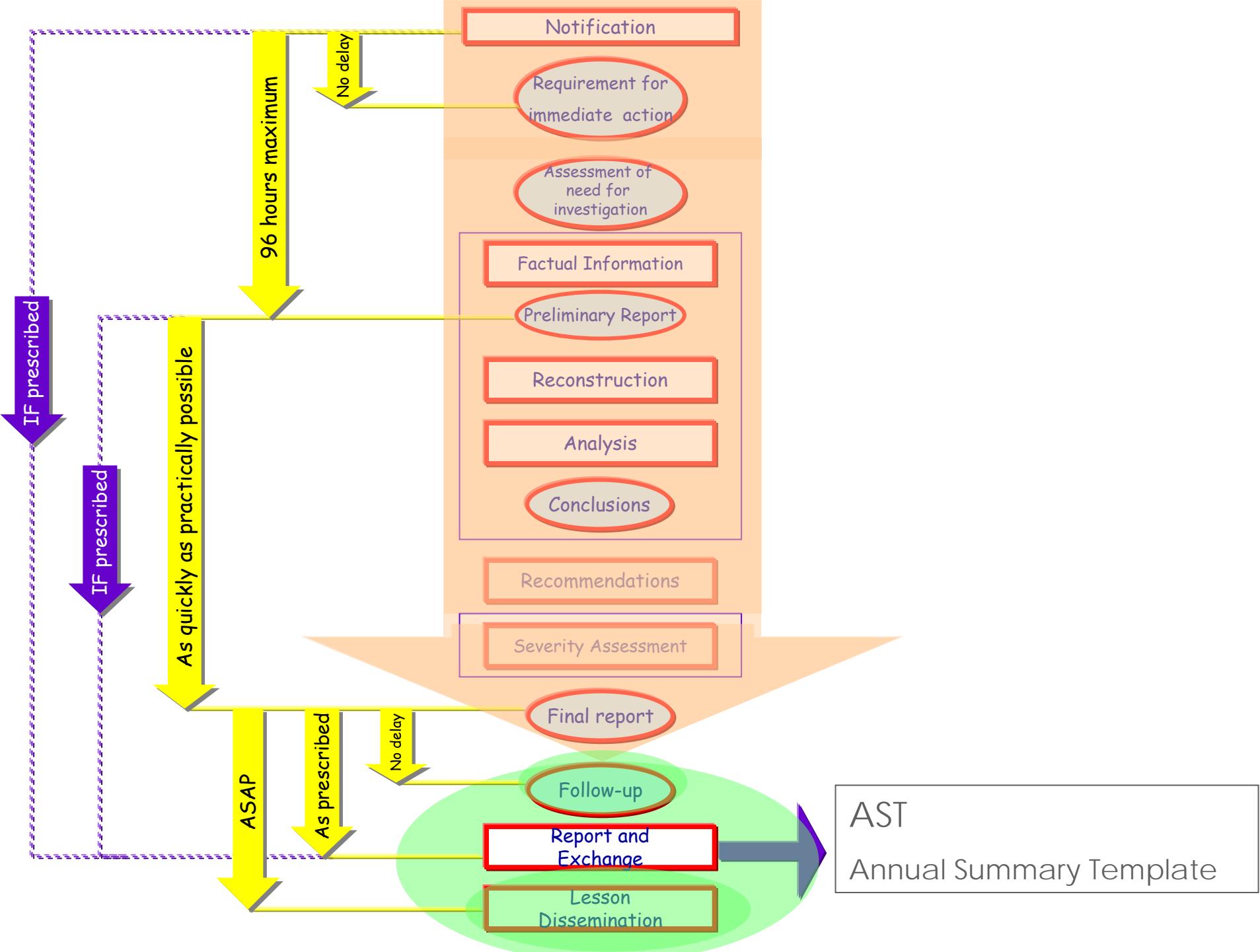


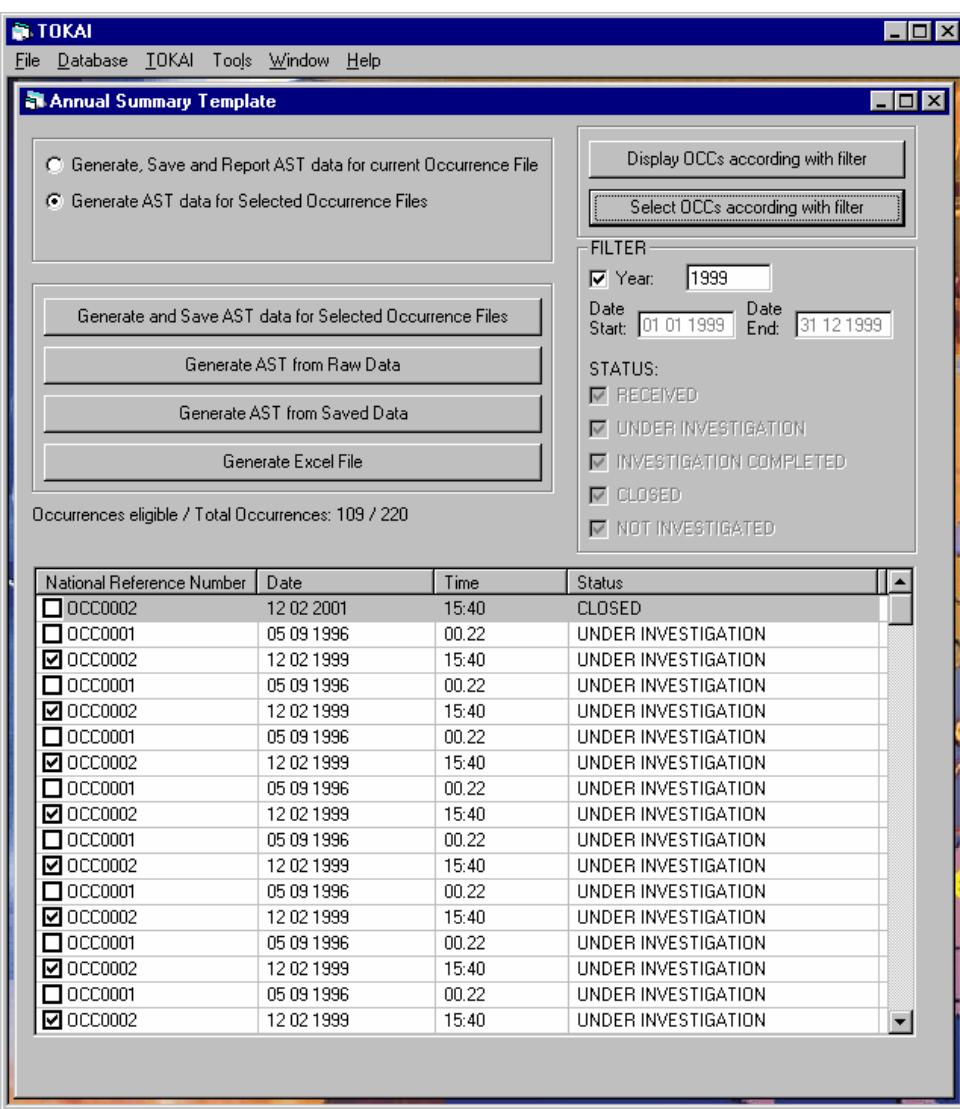
## Tool 7



Configuration files permit to define for each recipient:

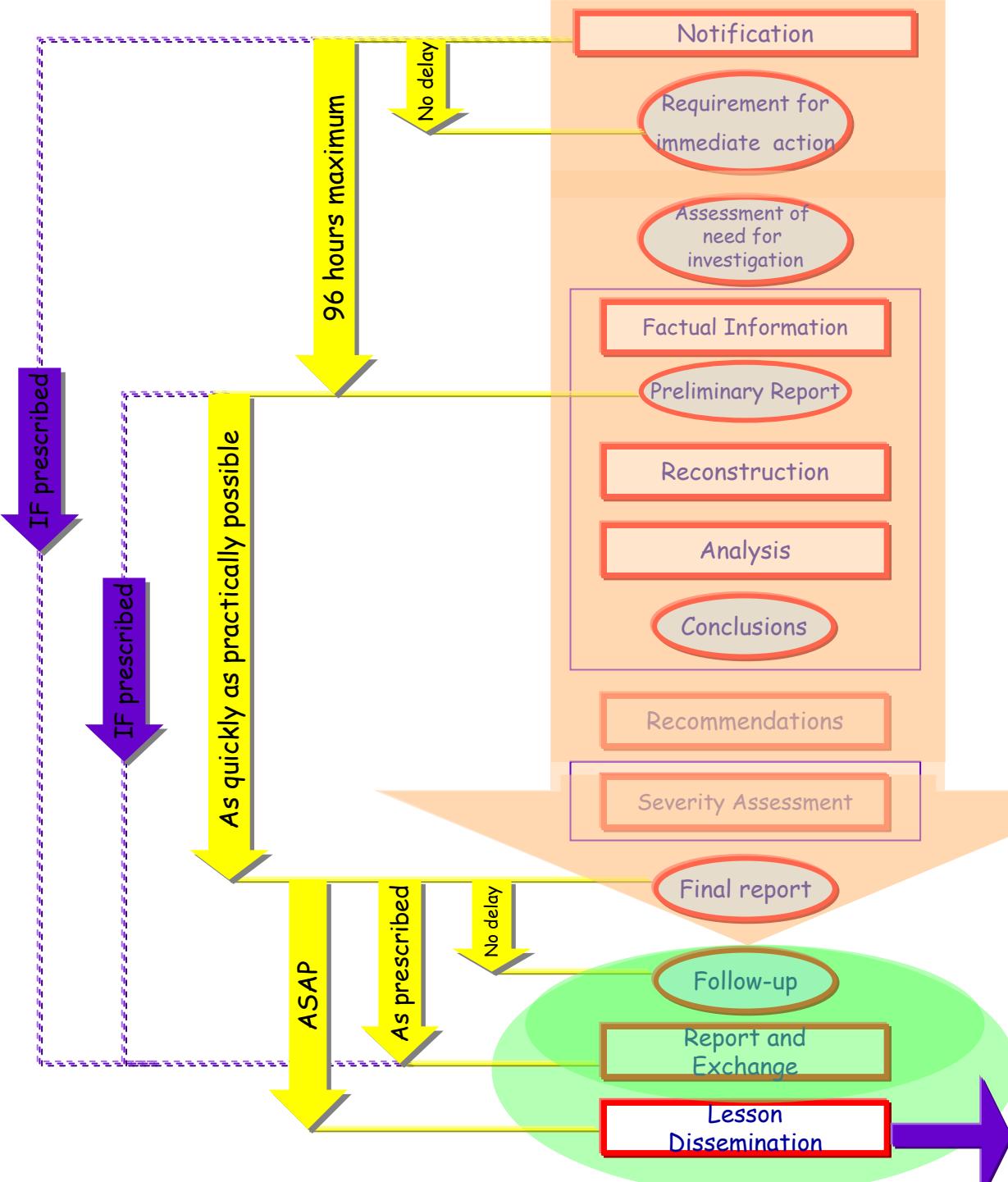
- type of occurrences to be reported/exchanged
- disable fields within selected occurrence files; or
- disidentify fields within selected occurrence files





## AST module:

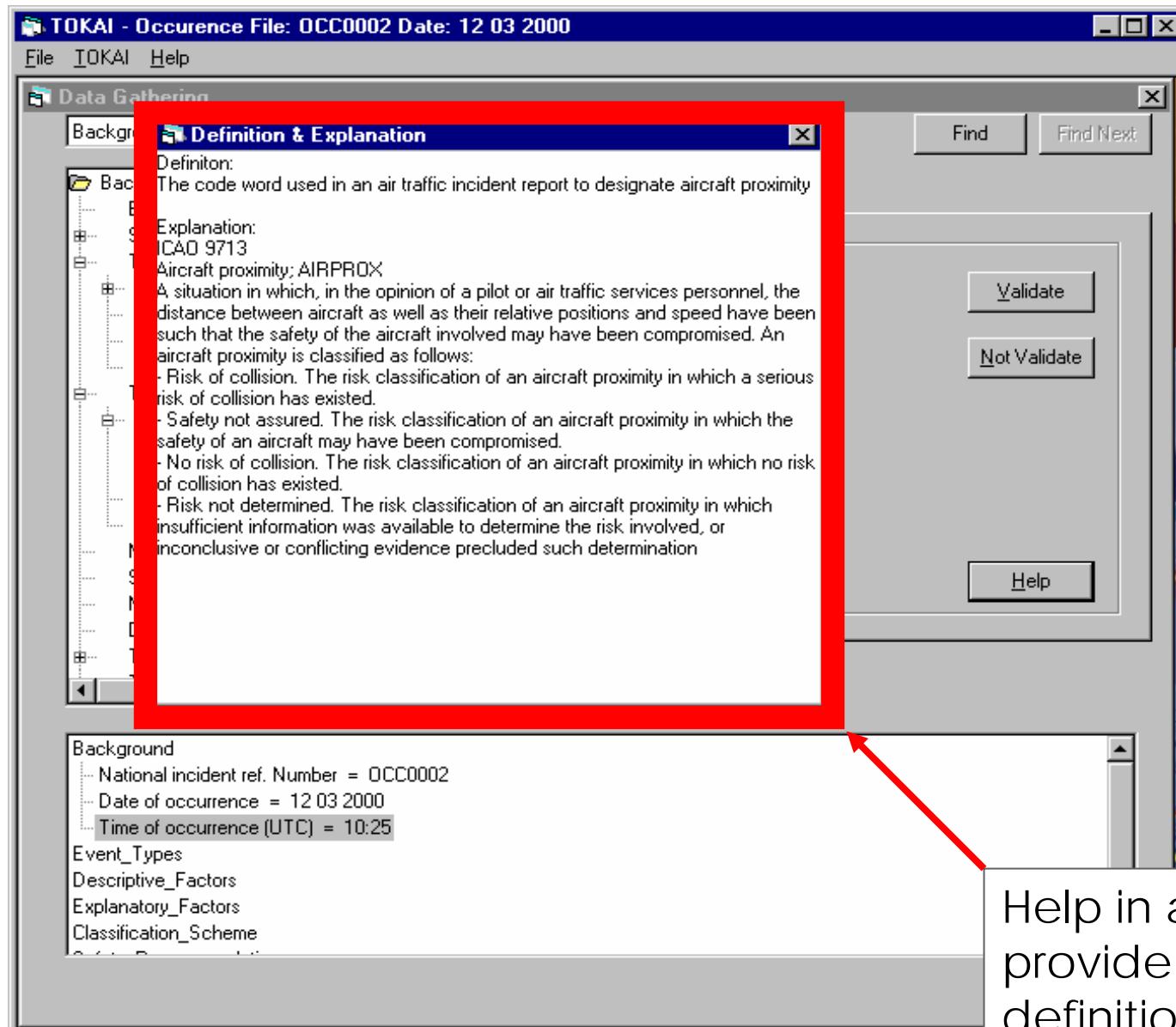
- generates automatically the Annual Summary Template
- provides for a means to verify if occurrence file is consistent with AST (and subsequently ESARR2) requirements

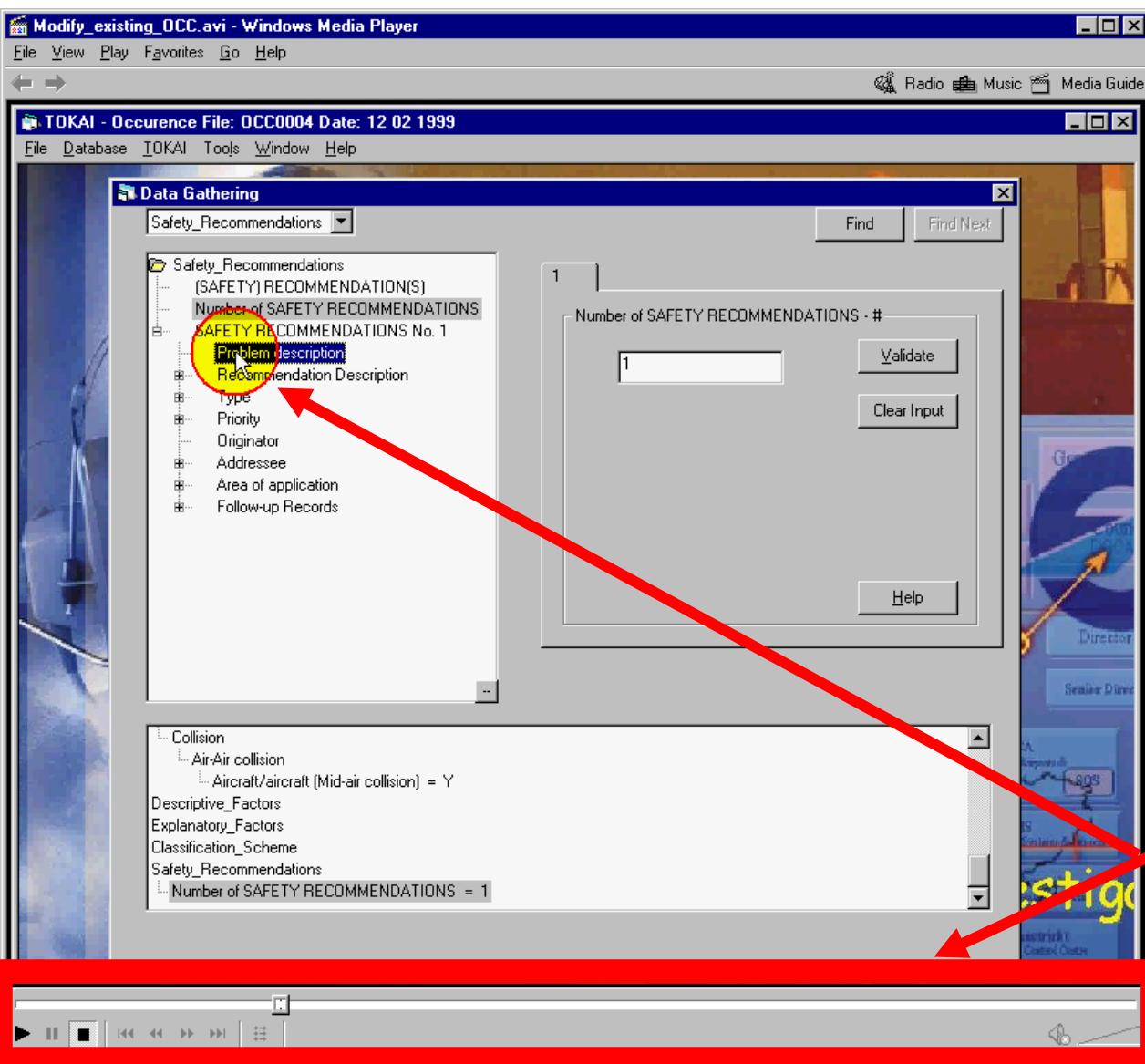


**Lesson dissemination:**

- publication of reports are made available (covered by Data gathering printing function)

# Help functions





AVI files to recall the sequence of inputs required to operate a given function

These can be called anytime when performing a function and swap back to actual use of the function can be made.

# System Management Functions

## Heidi Configuration Tool

Tools

Background 

### Background

- Background data
- Short summary description of the occurrence
- Type of report
- Type of form/report
- National incident ref. Number
- State reporting
- Number of cross ref. reports
- Date of occurrence**
- Time of occurrence (Local Time)
- Time of occurrence (UTC)
- Location of occurrence
- Number of ATS units involved and name
- Injury index (occurrence)
- Type of system alert
- Data related to ANS Service
- Data related to Aircraft /Vehicle/Persons/Anim
- Meteorological conditions

1

Date of occurrence - Input No 1 / 1

Input: DD.MM.YYYY

Preview

Modify

Delete

Add

Move

22

08/\_B\_Main/

Updating The  
HEIDI Taxonomy

## Heidi - Configuration File: TEST

### Configuration File

#### Background

- ... Date of occurrence
- ... Time of occurrence (Local Time)
- ... Time of occurrence (UTC)
- ... Location of occurrence
- ... Number of ATS units involved and name
- ... Injury index (occurrence)
- ... Type of system alert
- ... Data related to ANS Service
- ... Data related to Aircraft /Vehicle/Persons/...
- ... Number of aircraft involved
- ... Number of pairs of conflicting traffic/obj...
- ... Other parties involved
- ... Data related to the ATM environment
- ... Airport data
  - ... Runway configuration
  - ... Runway(s) in use
  - ... Runway serviceability
  - ... Taxiway serviceability
  - ... Apron limitations

1

#### Multiple Selection

Show  
 Hide

Validate

Cancel

Input: Not Determined

Customising the HEIDI  
Taxonomy

# TOKAI - Occurrence File: OCC0002 Date: 12 02 1999

File Database TOKAI Tools Help

New Database

**Open Database...**

Save As...

Close Database

Import from External Database...

Export to an External Database...

Export to SHIELD Format...

## Open the Occurrences Database

Look in:

data

- DB\_RECm.mdb
- DB\_Rep\_2.0\_20010330.mdb
- DB\_V2.0\_20010330.mdb**
- DB\_V2.0\_20010330a.mdb
- Heidi\_Cfg.mdb
- OCC.mdb

File name:

DB\_V2.0\_20010330.mdb

**Open**

Files of type:

Database Files (\*.mdb)

**Cancel**

Open as read-only

Managing the Databases

# Other functionalities

# User Access Rights

Open an Occurrence File

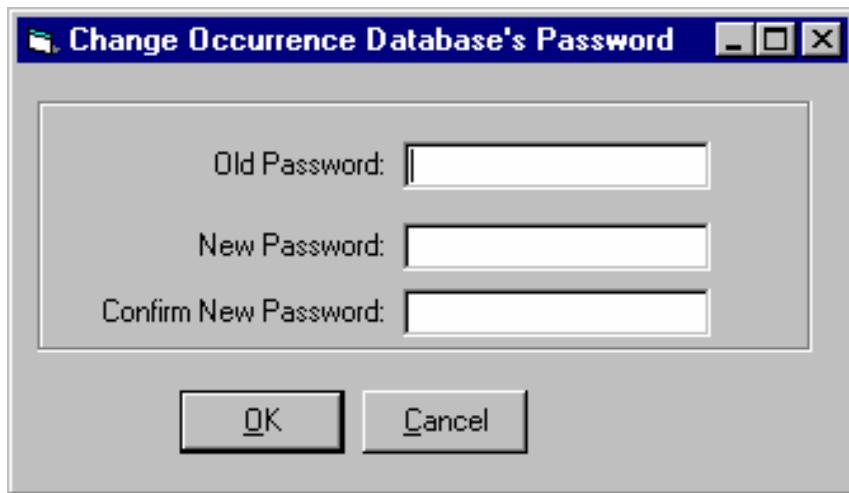
National Reference	Date	Time	Status
OCC0045	2004/4/25	23.45	UNDER INVESTIGATION
REP0001	2004/4/24	11.04	RECEIVED
OCC0042	2004/3/16	10.15	RECEIVED
OCC0041	2004/3/16	14.20	RECEIVED
OCC0040	2004/3/15	06.30	CLOSED
ACC 15.03.03/02	2004/3/15	15.15	CLOSED
ACC 04.01.06/01	2004/1/6	14.25	INVESTIGATION COMMENCED
APP 04.01.05/02	2004/1/5	11.00	INVESTIGATION COMMENCED
APP 04.01.04/01	2004/1/4	15.08	INVESTIGATION COMMENCED
OCC003	2004/1/3	12.00	INVESTIGATION COMMENCED
OCC001	2004/1/3	11.36	INVESTIGATION COMMENCED

Change User Access Permission

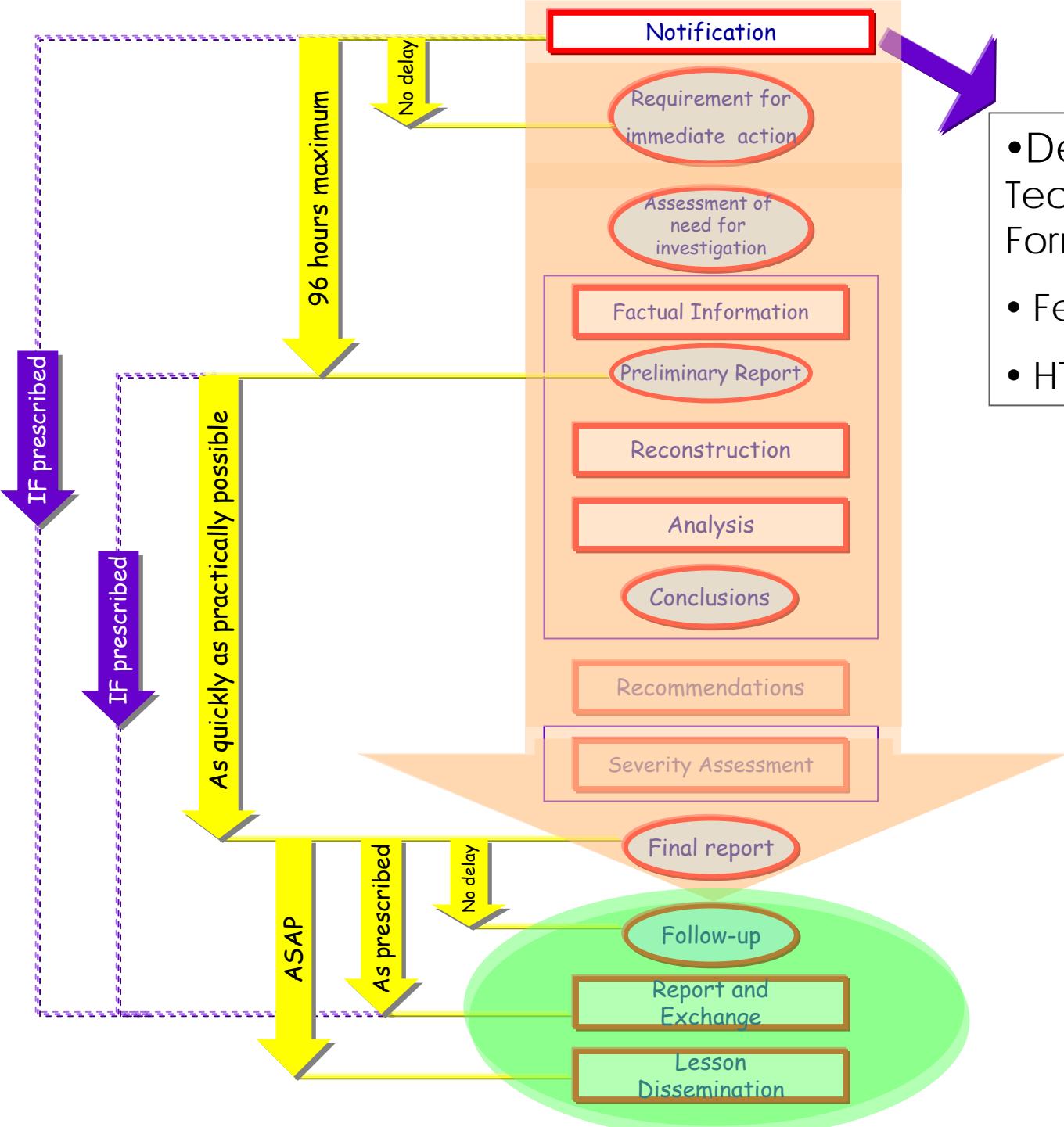
All Users  Own  Group  Deleted

OK Cancel Delete Undelete

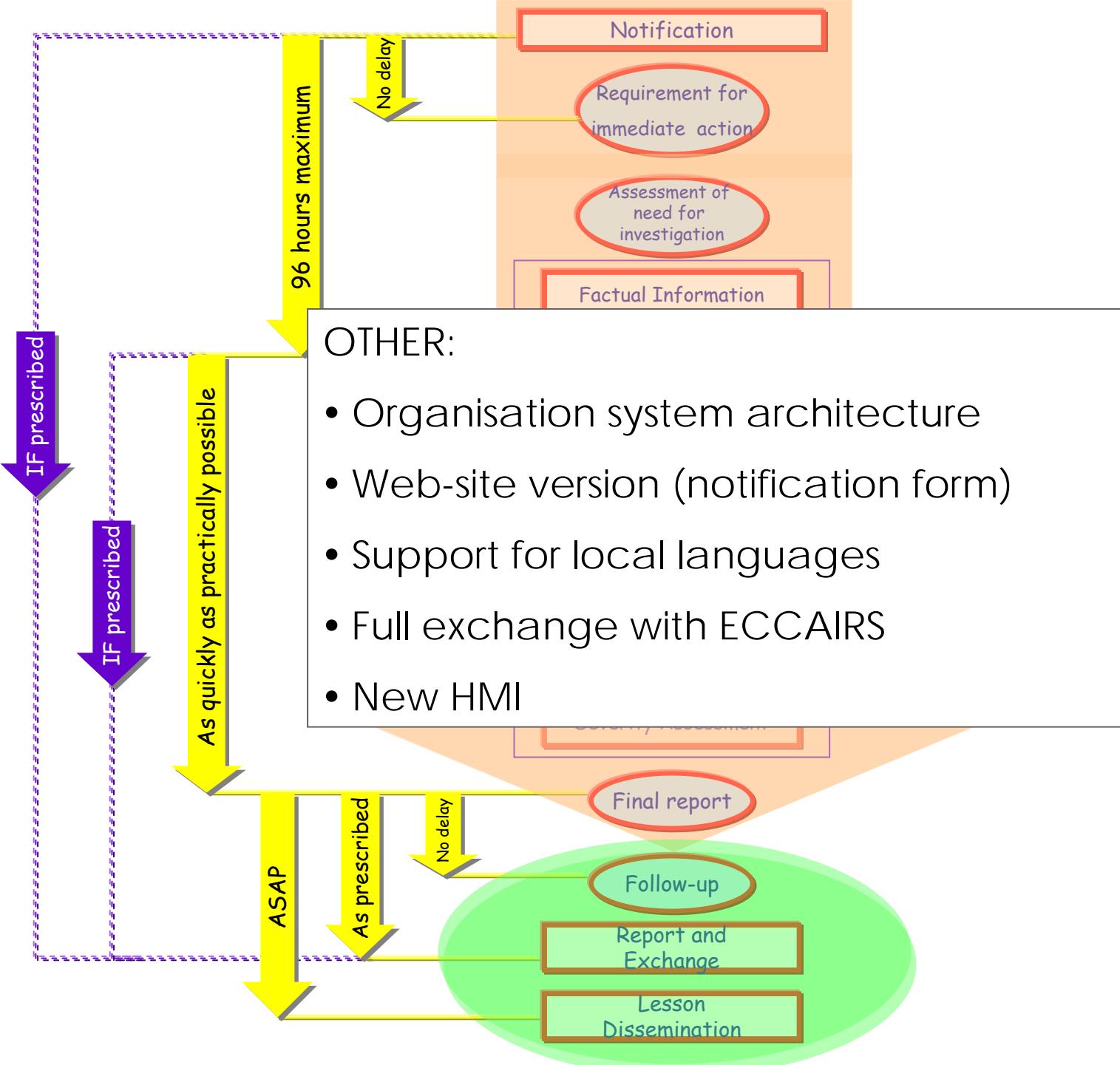
# Database security



# Current and Planned Validations



- Development of Technical Fault Report Form
  - Feedback link
  - HTML form



**Thank you for your attention !**