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EUROCONTROL Voluntary ATM Incident Reporting (EVAIR)

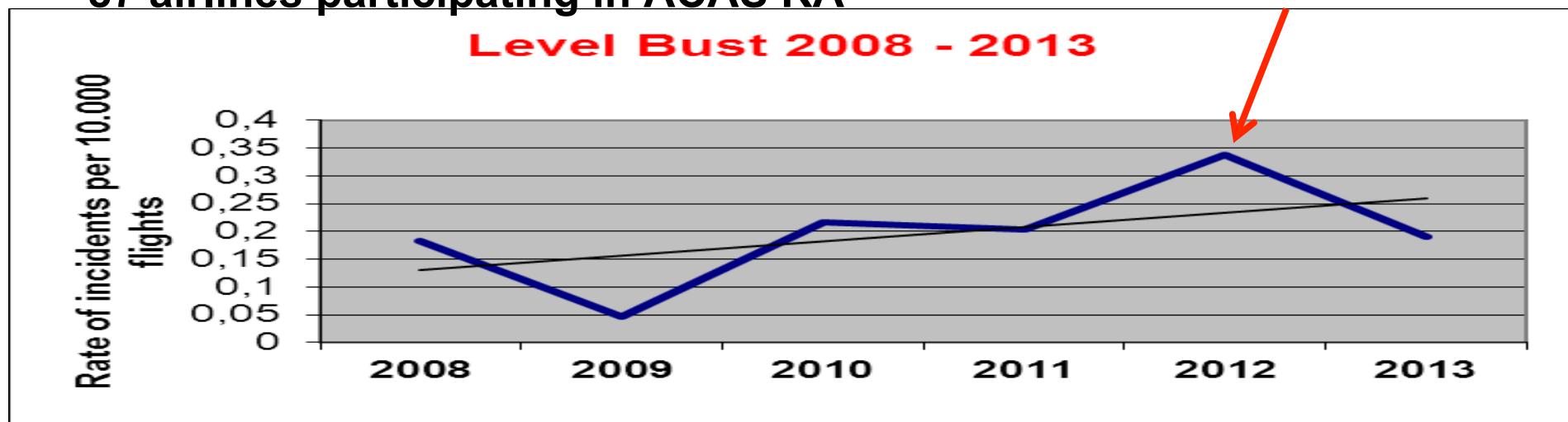
SAFETY FORUM AIRBORNE CONFLICT

**Ms Dragica Stankovic
EVAIR Function Manager**



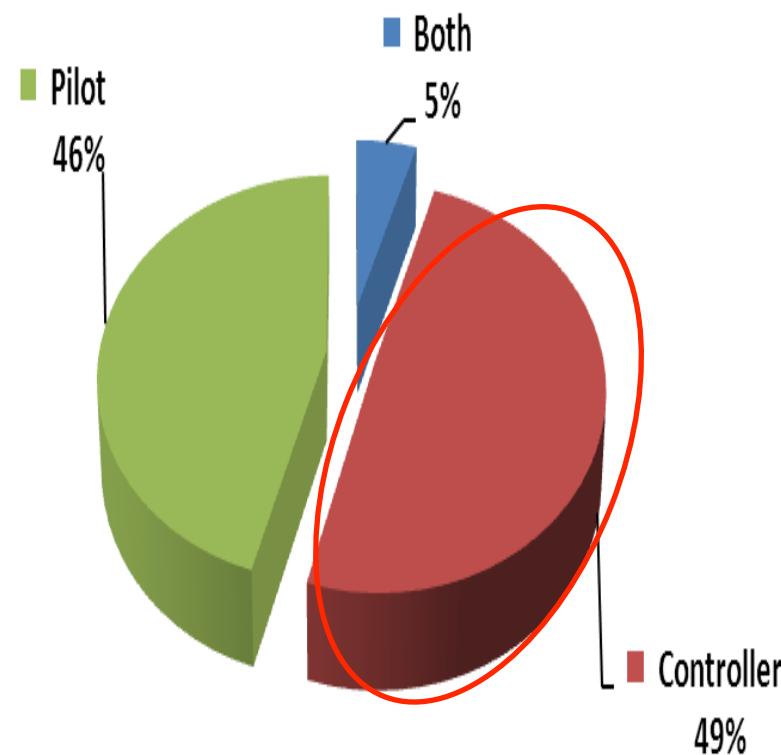
Level Bust & ACAS in general 2008 - 2013

- Analysis and statistic based on the 12.000 pilots' and ANSPs reports
- 5.4% of the EVAIR occurrences were identified as LBs
- 12.6% of the EVAIR occurrences were identified as ACAS RAs
- 11% of LB were followed by ACAS
- 57 airlines participating in LB
- 87 airlines participating in ACAS RA

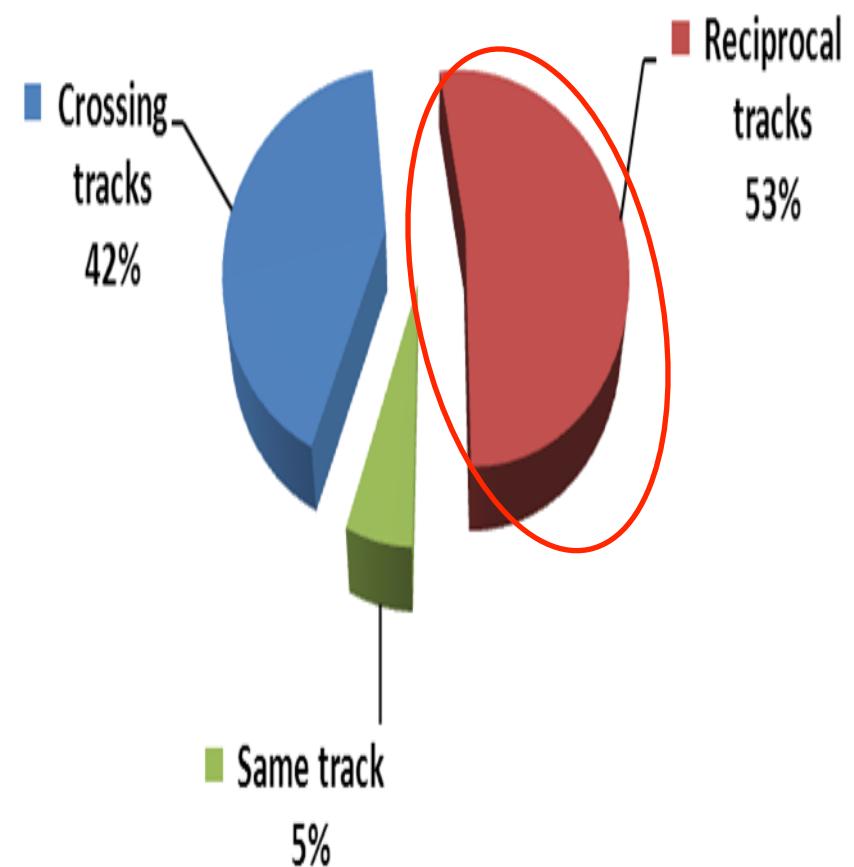




LB initiator of the avoiding action 2008 - 2013

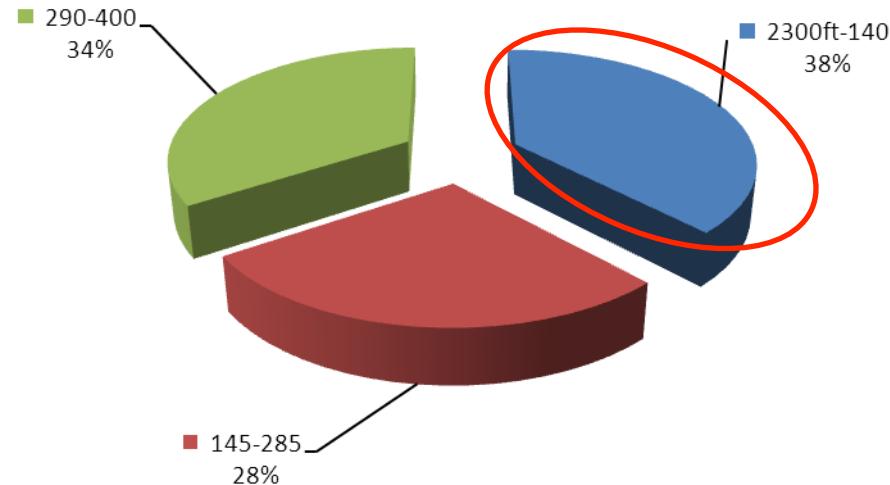


LB horizontal profile





LB FL frames 2008 - 2013



LB- ACAS FL frames 2008 - 2013

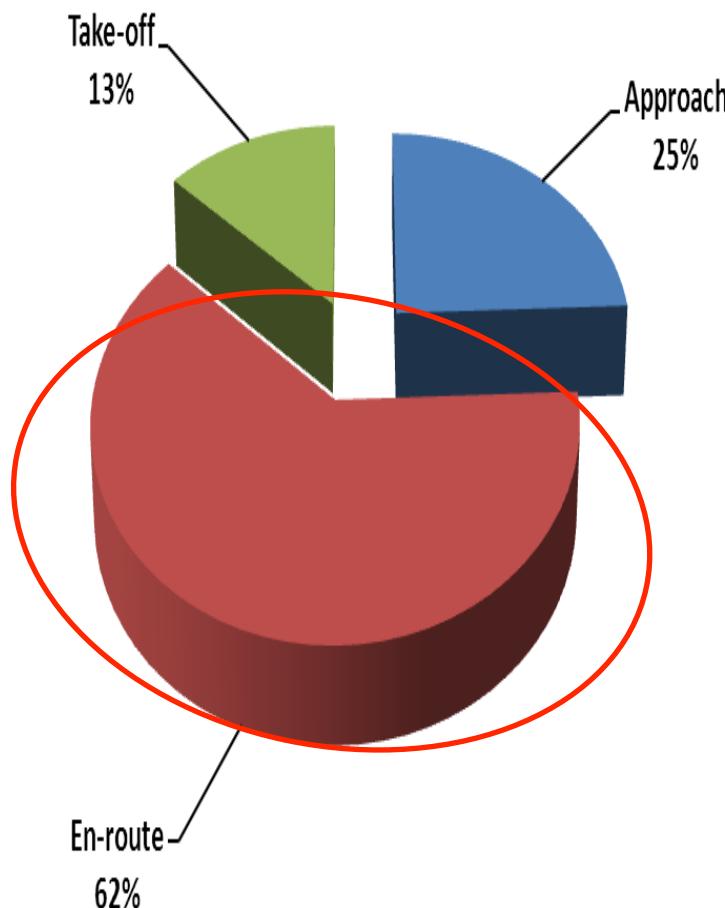


The most affected levels

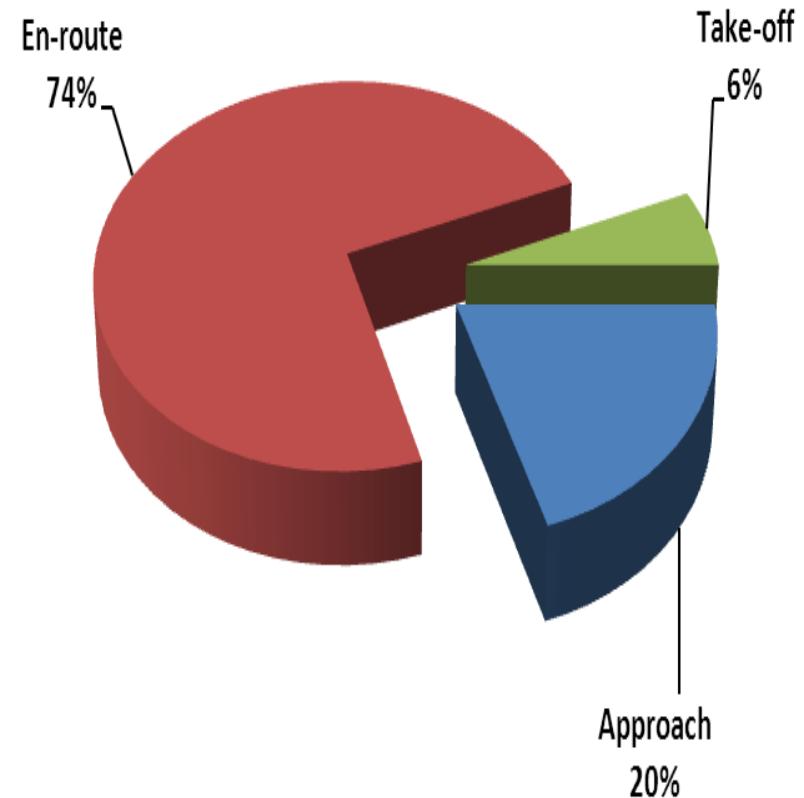
- 80
- 100
- 110
- 130
- 330
- 350
- 360
- 370

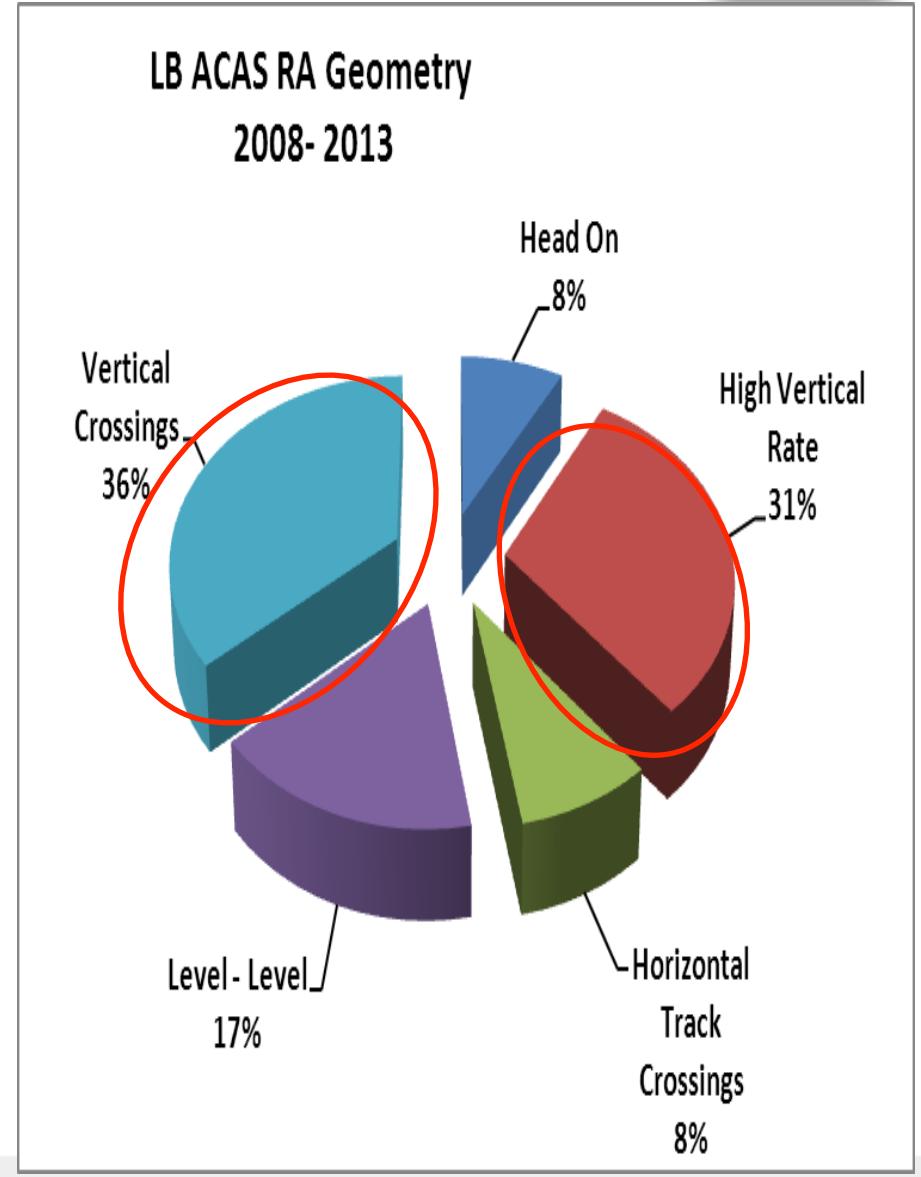
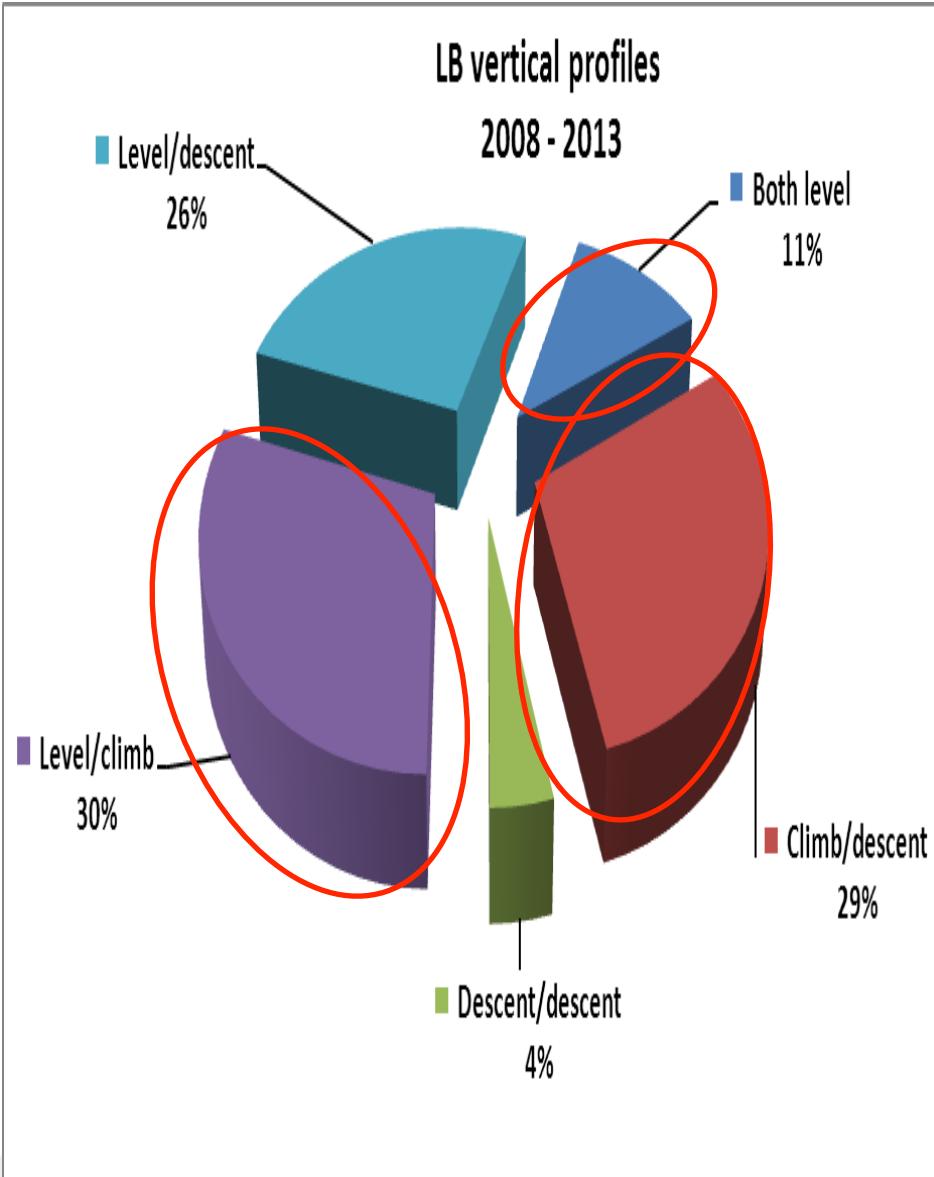


LB phases of flight
2008 - 2013



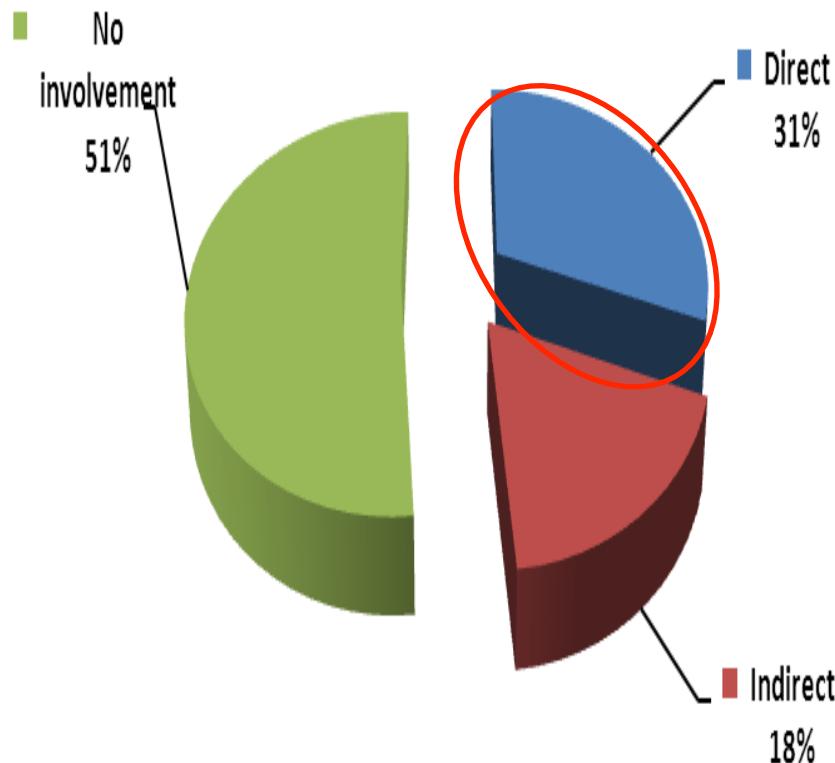
LB ACAS Phase of flight 2008 - 2013



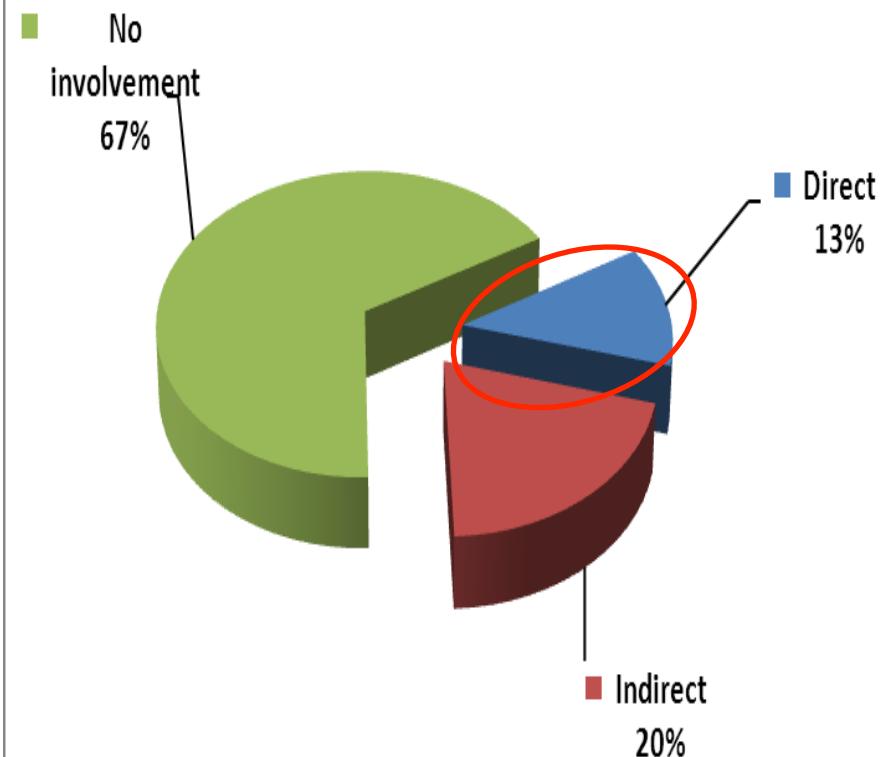




LB ATM involvement 2008 - 2013

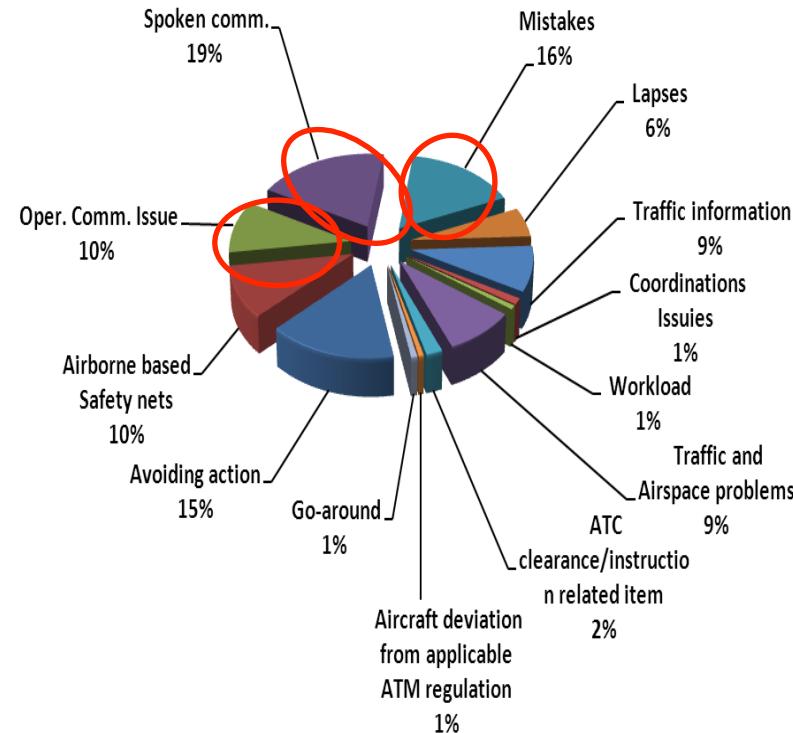


LB ACAS ATM involvement 2008 - 2013

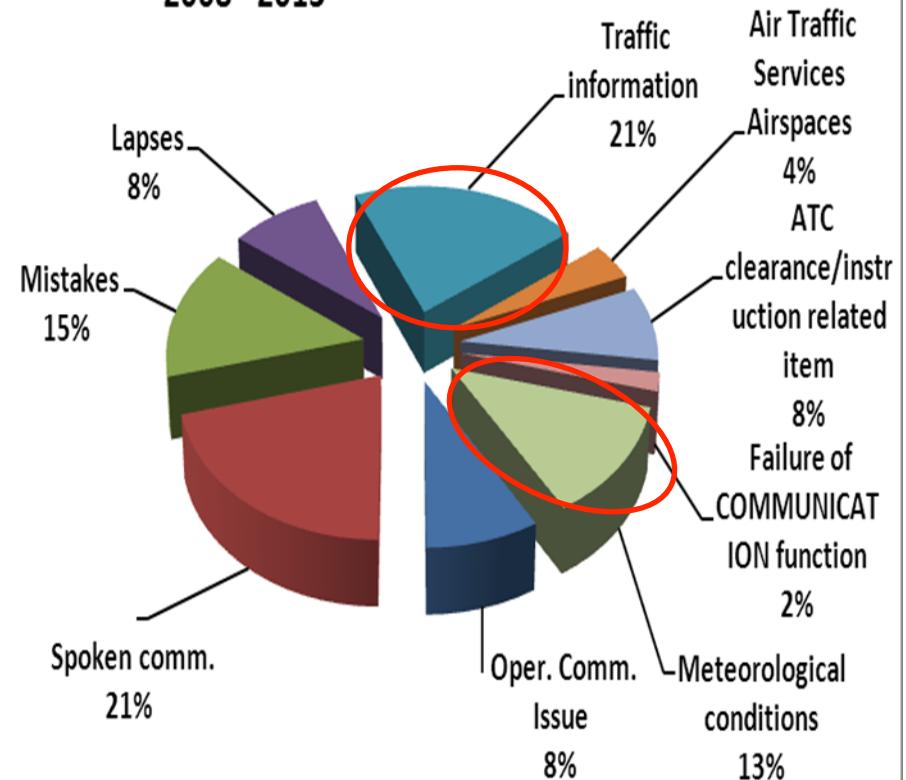




Contributing factors 2008 - 2013



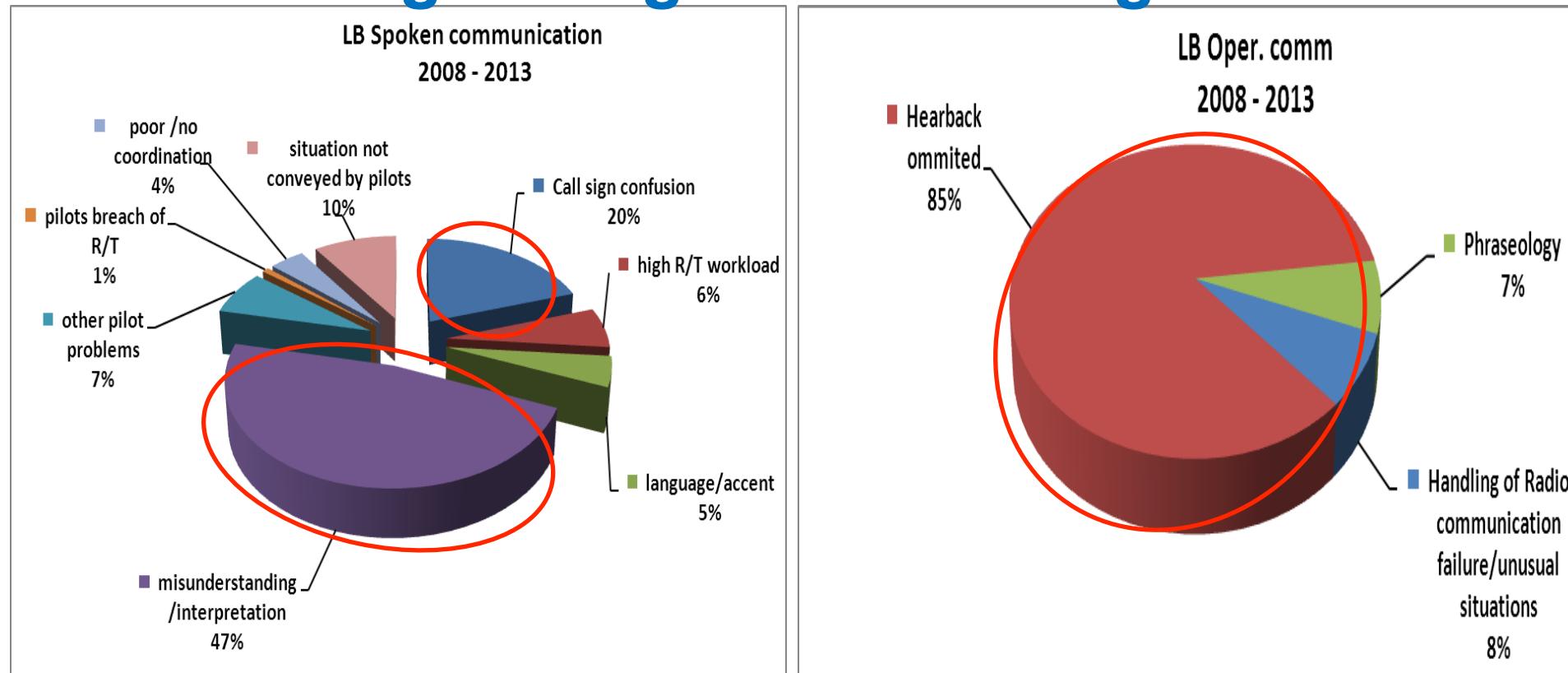
LB ACAS group of contributors 2008 - 2013



- Severe turbulence encountered crossing from mountainous region (near turbo reporting point). Aircraft unable to maintain speed and altitude, 450ft approx altitude loss before able to sustain clearance from FL360 to FL340.



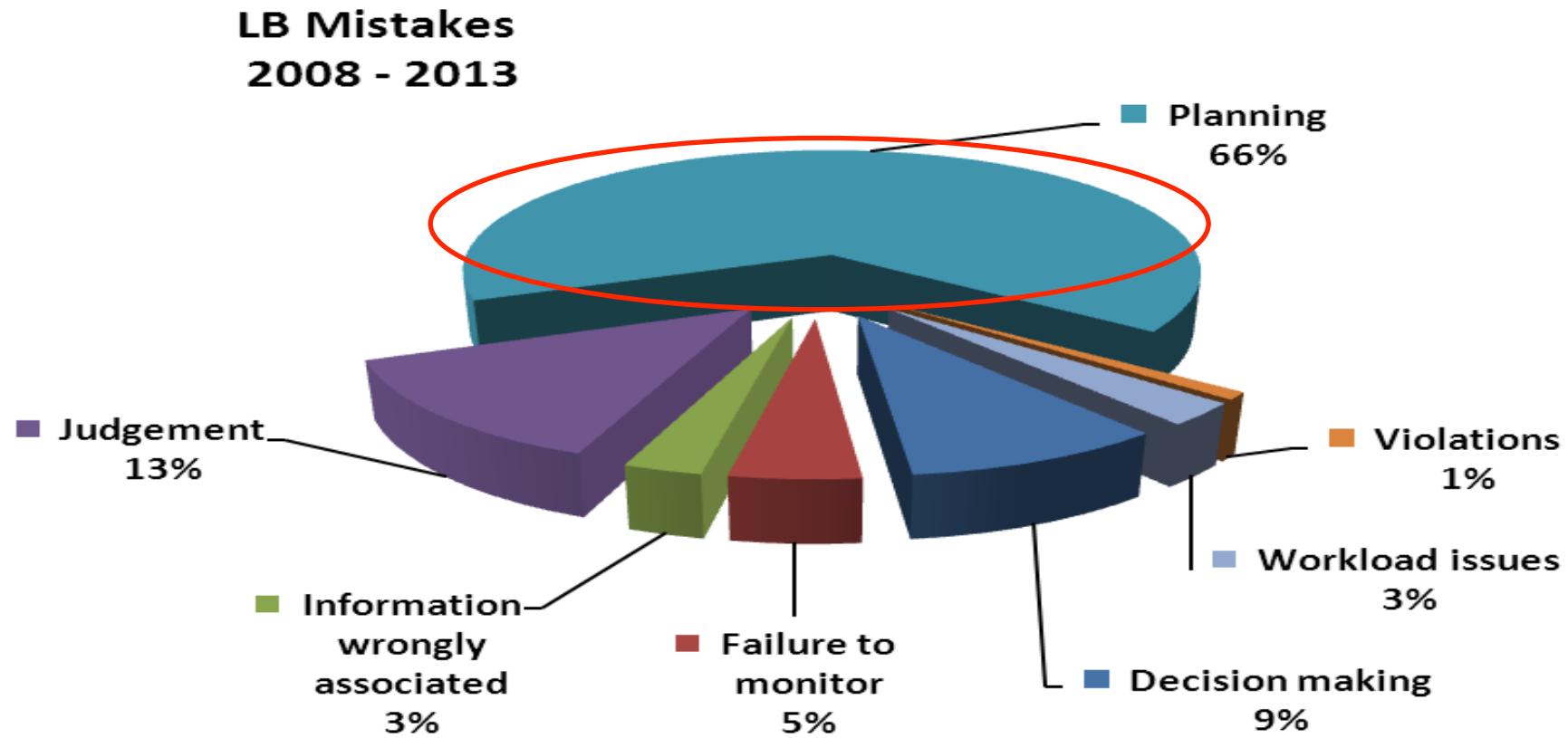
Drilling through contributing factors



- Aircraft was cleared by ATC to descent 5000' and to turn left heading 150. Clearance read back by f/o, confirmed by captain. While at 5000' ATC told us to climb back to 6000' since that was the clearance. Aircraft climbed back to 6000'. Approach and landing uneventful. Capt and f/o were both convinced that the clearance was 5000' since it was read back to ATC. VMC with terrain at all times. Feedback – ATC clearance was 6000' – Hear back omitted



Drilling through contributing factors cont.



In average 10% of the LBs have planning as one of the contributing factors



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Short summary of EVAIR LB & ACAS findings

- **A/G communication with the Hear back omitted, Misunderstanding and Call sign confusion is a dominating as a contributing factor**
- **High vertical rate with the lack of traffic information**
- **Mistakes with the planning and the new/old role of the planning ATCO within the strip less environment**
- **Timely information about MET conditions**
- **Impact of the super heavy A/C**



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