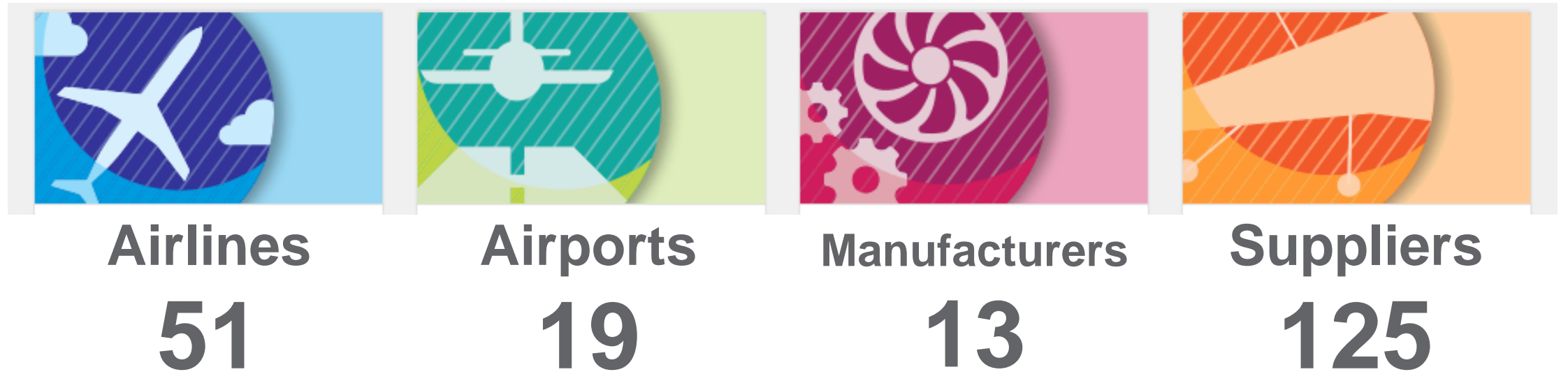


# **European Regions Airline Association: Our 'Top 5' Safety Concerns**

**Chris Mason,  
Manager Policy & Technical (Safety & Security)**

# ERA members







# Advocacy priorities for EU action



**Brexit**



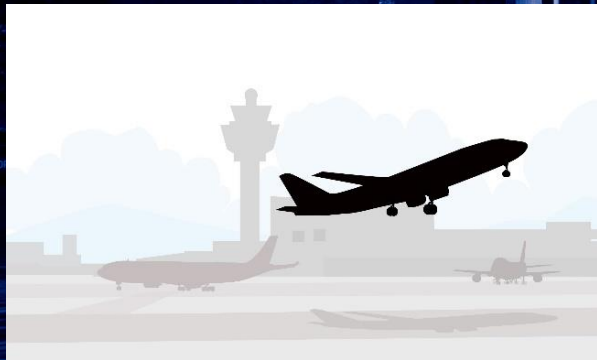
**Air Pax Rights**



**Sustainability**



**PSO routes**



**Airport charges & slots**



**Air ticket distribution**



**SPI IR, Crew training  
ATM congestion**



**UNRULY PASSENGERS  
THREATEN YOUR SAFETY**

**Safety matters**



# Opportunities: Networking & learning, industry cooperation



## ERA work groups, workshops & events

- **Operations**  
Oct & Mar
- **Air Safety**  
Mar, Sep & Dec
- **Industry Affairs**  
Feb, Jun, Nov
- **EP Sustainability**  
Nov19
- **CFO Workshop**  
Feb
- **Airline Summit**  
July

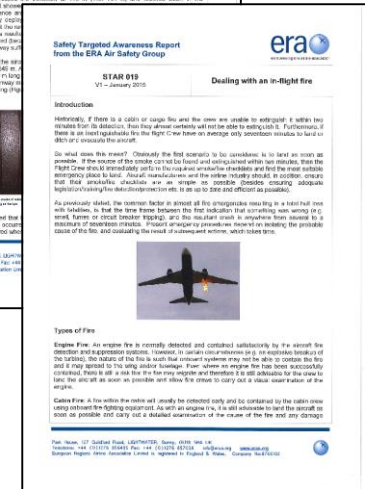
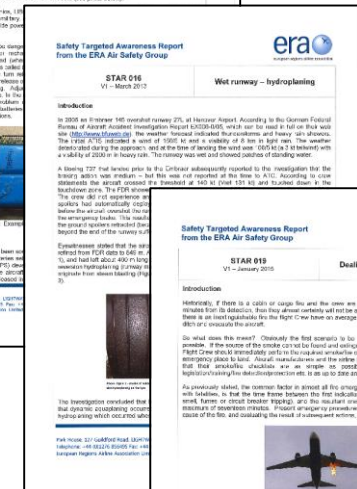
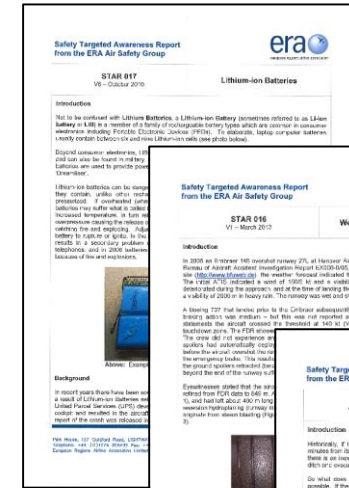
## ERA Regional Airline Conference 2020



## ERA General Assembly 2020



# Opportunities: Learning, best practice sharing, publications









# Business & Regional Aviation Safety: Common Areas of Concern



***‘Flying Skills in the age of Automated Flight’***

# Business & Regional Aviation Safety: Common Areas of Concern



***‘Pilot Peer Support’***



# Business & Regional Aviation Safety: Common Areas of Concern



***‘Ground Handling – EASA Regulation’***



# Business & Regional Aviation Safety: Common Areas of Concern



***‘SAFA / SACA Inspections’***

# Air Safety Group

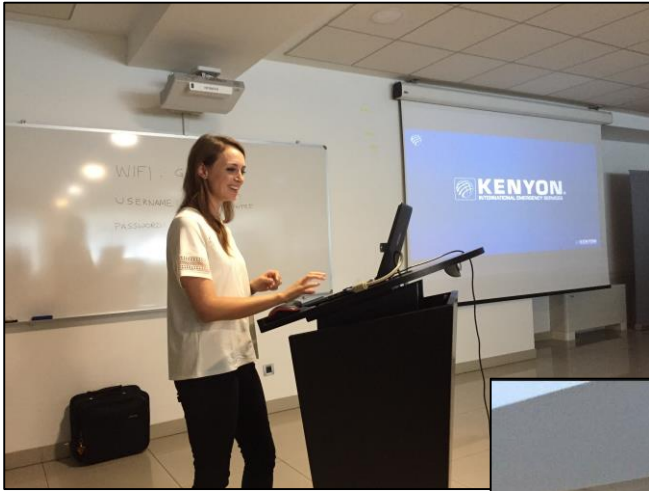


*“Improve the safety of our members operations and to provide an environment for members to share and discuss their own safety experiences as well as learn about developments and trends in safety related issues”*





# Air Safety Group





# Air Safety Group: Management

**Chairman**



**Captain Jack Durcan**  
ASL Airlines-Ireland

**Co. Vice-Chairman**



**Bob van Riemsdijk**  
KLM Cityhopper



**Stuart McKie-Smith**  
Vistair

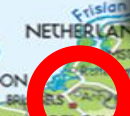


# Meetings during 2019



CROATIA AIRLINES

A STAR ALLIANCE MEMBER



EUROPE  
3.50 700 10.50 km  
All Right Reserved



Drones

Just Culture

Lasers

Collision  
Avoidance

Peer Support

Runway Incursions

Cyber

DISPAX

UPRT

De-Icing

Safety Culture  
& Training

Bird Strikes

PRMs

Ground Handling

Emergency  
Evacuations

GPS Jamming

Fire & Smoke

Runway Excursions

Drugs & Alcohol

Weather

Security

ATC Interface



# ERA Top 5 Safety Concerns



## #1: Drones



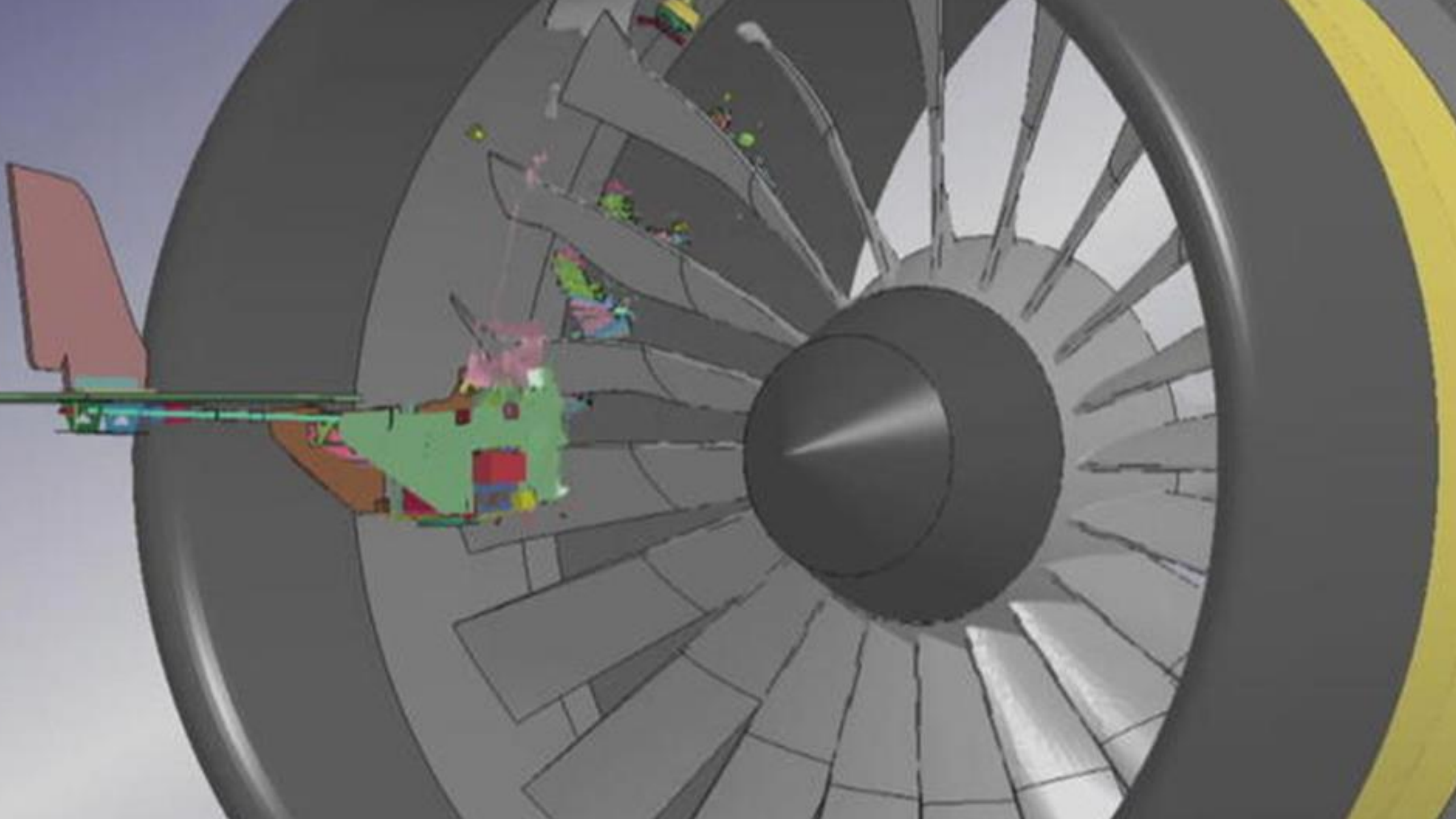
# London Gatwick – December 2018:

- 1000+ Flights Diverted / Cancelled
- Approximately 140k Passengers
- Estimated cost to airport/airlines €20m













**Swarming: A real threat or just a military scenario ?**





# ERA Top 5 Safety Concerns



**#1: Drones**

**#2: Approach & Landing Threats**





**Chuuk Int'l Airport TKK / PTKK**





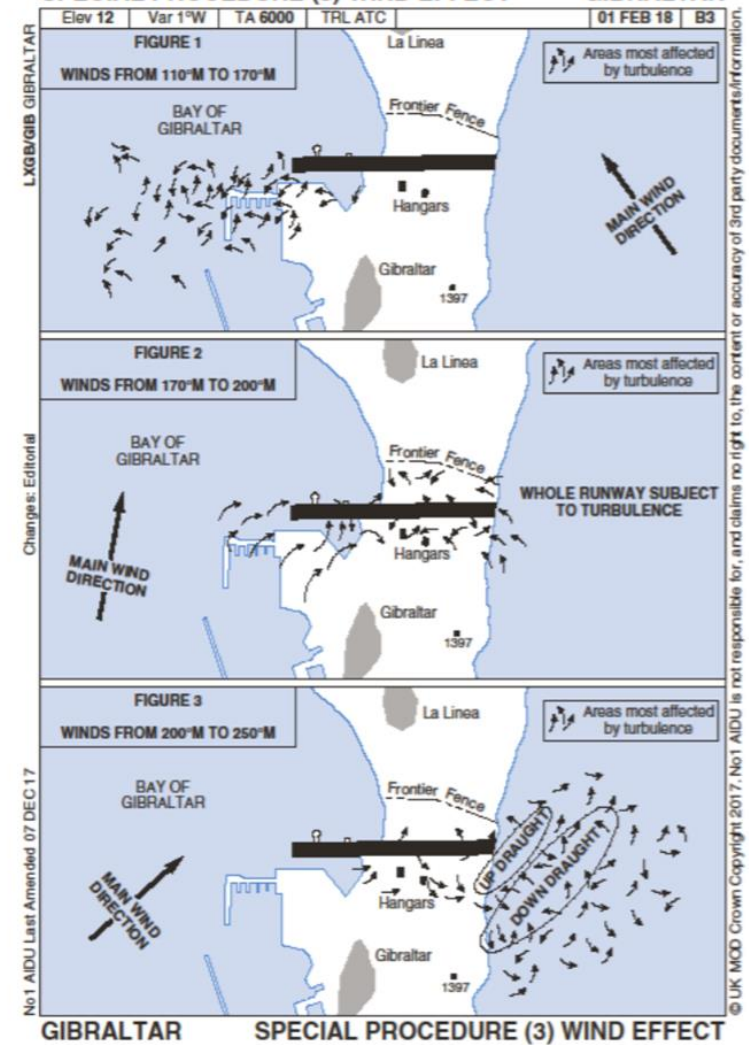








**SPECIAL PROCEDURE (3) WIND EFFECT GIBRALTAR**























# ERA Top 5 Safety Concerns



**#1: Drones**

**#2: Approach & Landing Threats**

**#3: Pilot & ATC Communication**



**Silence: a security risk ?**













# ERA Top 5 Safety Concerns



**#1: Drones**

**#2: Approach & Landing Threats**

**#3: Pilot & ATC Communication**

**#4: Pushback & Chocking Procedures**



**Jumping Chocks: Example #1**  
**Aeromar ATR72-600 & ATR42-500**  
**29 March 2018**  
**MEX / MMMX**





**Jumping Chocks: Example #2**  
**Kenya Airways E190 x 2**  
**9 February 2019**  
**NBO / HKJK**

















# ERA Top 5 Safety Concerns



**#1: Drones**

**#2: Approach & Landing Threats**

**#3: Pilot & ATC Communication**

**#4: Pushback & Chocking Procedures**

**#5: Safety Culture**







**COMPANY INFORMATION AND SAFETY BULLETIN**

Edition No.: 4

Date: 01 November 2013

**Safety Bulletins**

The importance of aircraft instruments for the safety of flight can never be over-emphasized. The pitot-static and venturi instruments are vital in an aircraft, providing the flight crew with an accurate indication of an aircraft's height, velocity, attitude and direction essential for flight safety. These indications can be compromised by improper aircraft ground servicing techniques carried out by personnel affecting pitot/static and venturi systems, sometimes days or weeks before the intended flight.



**Birgenair**

Flight 301 was a flight chartered by Turkish managed Birgenair. On 6 February 1996, the Boeing 757-225 operating the route crashed shortly after take-off from Puerto Plata's Gregorio Luperón International Airport. There were no survivors. The cause was a pitot tube blocked by wasp nest. It had been some time on any flights and when stored.



**Aeroperú Flight 60** from Jorge Chávez Peru, to Comodoro International Airport crashed in the early morning, killing all 70 people on board. The cause was the failure to navigate the aircraft's instruments to their true altitude, and it crashed shortly after take-off. The instrument failure was due to a worker's failure to install static ports necessary for instrument data to be

Source: <http://en.wikipedia.org>

OCTOBER 2011 ISSUE # 1

## DGCA SAFETY BULLETIN

**DGCA SAFETY BULLETIN** Informative reading materials

DGCA is starting SAFETY BULLETINS from this month onward. The SAFETY BULLETIN will contain informative reading materials. Initially this will be published quarterly. However, efforts will be made to convert it into monthly safety journal of DGCA. The aim of the DGCA SAFETY BULLETIN is to provide a short synopsis on requirements of safety. Any suggestion to improve the SAFETY BULLETIN will be highly appreciated.

E.K. Bharat Bhushan  
Director General of Civil Aviation

**ATCOs - THE INTEGRAL PART OF THE SAFETY CHAIN**

Working in aviation means teamwork. The pilots and the ATCOs are all part of this team, even though they are not physically in the same place. It is therefore important that we all have the same mental model of a situation all the time.

ISSUE 24, Spring 2016

# SAFETY BULLETIN

**ZERO BROKEN LIVES**

## FORKLIFT SAFETY

**SAFETY STANDARDS OF THE MONTH**

**OSHA**

Operating a powered industrial truck (forklift) are used in many industries, primarily to move materials. When an accident occurs while operating a forklift, the results tend to be very serious, involving both personal injury and property damage. Operating a forklift is not as simple as it looks. But with the proper training and a little experience, it's not an impossible skill to master. Unfortunately, some operators take short cuts and ignore basic safety rules.

**GENERAL REGULATIONS INCLUDE:**

§1910.178(a)(2) - "Powered Industrial Trucks"

Modifications which affect operation shall be by the custom manufacturer's approval. Capabilities, maintenance tags, or decals accordingly.

**Summit Air**  
Wings of Everest

Issue no. 01, Vol. 01, 2018 April

# SAFETY BULLETIN

**MESSAGE FROM MANAGING DIRECTOR**  
I am glad to see the first issue of "Safety Bulletin" of Summit Air. I request all colleagues of Summit Air to actively participate in our campaign to make our operation safer and as the Accountable Manager, I reiterate my commitment towards the fulfillment of safety commitment of Summit Air.  
-Manoj Karki

**MESSAGE FROM CORPORATE SAFETY DIRECTOR**  
Dear Readers,  
It is with great pleasure that I am announcing that Corporate Safety Department has come up with quarterly "SAFETY BULLETIN". This has been made possible with the help and enthusiasm of our safety staffs along with the help of other departments personnel.  
As this is a joint effort of all, I humbly request all our staffs and well-wisher to help maintain the standard of this bulletin with active participation and positive criticism.  
Special thanks to Ms. Asmita Khanal and Mr. Durga Kumar Budhathoki for bringing out this first issue of Summit Air's "Safety Bulletin"  
-Capt. Binod Puri

**INSIDE**

- Synopsis
- Safety Activities by Summit Air
- About Us
- Summer weather hazards for aviation
- A few pointers from the professionals
- Impact of fatigue and its solution
- Passengers safety information

**ALERT TODAY LIVE TOMORROW**

**SafetyFocus 27**  
Africa's aviation safety promotion magazine - vol 8  
Edition  
Aug - Oct '18

# THE LEADING EDGE

alpha

**Preparing for the Hazards of Winter Ops**

By Steve Peterson, CRJ50 Captain, and Dean Weaver, CRJ50 First Officer

NOTE: For additional Bombardier-specific deicing guidance, see the long Awareness video located in the Pilot Training Center on EPIC.

1. Can you depart in heavy snow without a published holdover time?
2. Can you depart with reports of freezing fog combined with snow?
3. What parts of the aircraft must be touched by hand on the preflight when the temperature falls below 5°C (41°F)?

It's that time of year when ice and snow cling to wings and cover runways, testing pilots' knowledge, patience, and judgment as they deal with anti-ice holdover times and TLR data. The past couple of years have seen several changes to holdover times and a dramatically different way for calculating performance numbers. With all the new rules and limitations, the goal is the same: ALWAYS make sure that frost, ice, or snow is not adhering to any critical surface prior to takeoff.

The FAA-approved Ground Deicing/Anti-Icing Program for Winter 2009-2010 is Revision 18 dated Sept. 15, 2009. It should be in the back of the Operations Manual and provides detailed information calculating holdover times.

New Jeppesen-style pink pages are being issued to all pilots by Comair Flight Standards and will include this deicing information in a readily accessible place for all pilots. These pages will replace the laminated pages previously found in the aircraft's power pack.

The Flight Standards Manual Chapter 2, Limitations, and Chapter 3.A.5, Cold Weather Operations, also provide deicing/anti-ice information.

**Preflight**  
This is the time to find any frost, ice, or snow on critical surfaces, which include the wings, horizontal stabilizer, vertical stabilizer, control surfaces, and engine inlets. The CRJ50 does not have the benefit of slats on the leading edge and is particularly vulnerable to lower takeoff stall speeds with contamination.

A touch check of the wing leading edge, forward upper surface, and rear upper surface must be done if the OAT is below 5°C, the wing fuel temperature is below 0°C, or atmospheric conditions have been conducive to frost formation.

Crews should pay close attention to snow or ice accumulation inside the cowls near the engine fan blades. Comair aircraft have suffered damage from fan blades being frozen to the cowling. If unsure, pilots should ask Maintenance to make sure the fan blades spin freely prior to engine start.

Pilots should also ensure that there is N1 fan rotation prior to thrust lever advancement during starts to prevent engine damage.

Page 2 of WINTER OPS page 2



# Compliance: Board Level to Apprentice







unicef

JA8922

# SAFETY FIRST

**REPORT ALL UNSAFE CONDITIONS TO YOUR SUPERVISOR**

**Safety occurrence?  
Report it to your organisation!**



Reporting makes our industry safer

More information on  
[www.aviationreporting.eu](http://www.aviationreporting.eu)



# SAFETY HAZARD REPORTS



# WATCH OUT!



**REPORT ALL HAZARDS**

**42% of major injuries to employees arise from slips and trips**





# ERA Top 5 Safety Concerns



**#1: Drones**

**#2: Approach & Landing Threats**

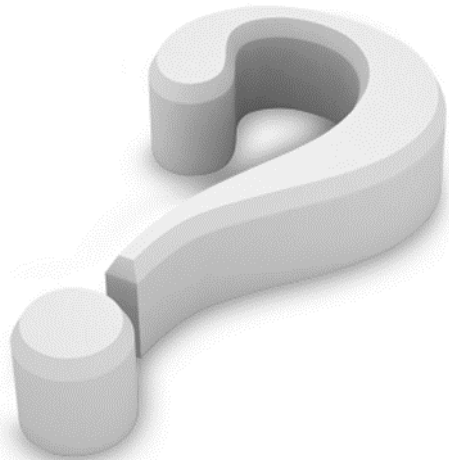
**#3: Pilot & ATC Communication**

**#4: Pushback & Chocking Procedures**

**#5: Safety Culture**



# Thank you





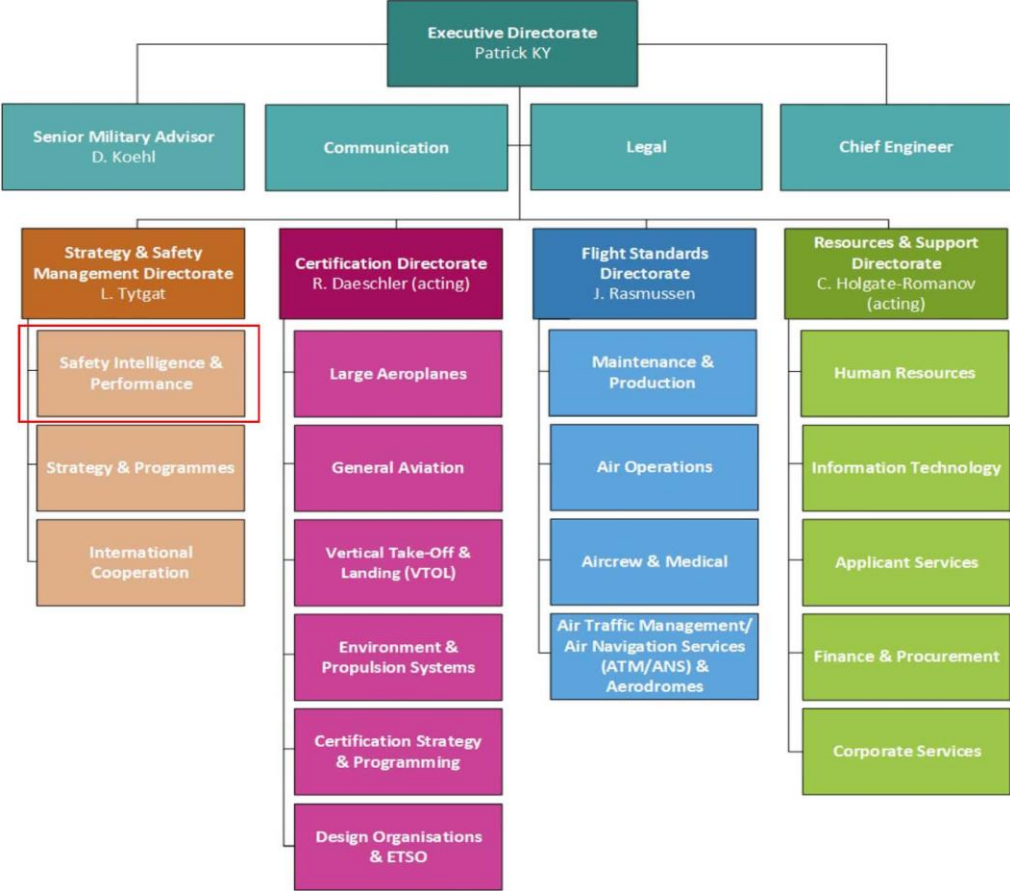
# Top Safety Risks for Business Aviation

John Franklin

Safety Intelligence and Performance Dept

**Your safety is our mission.**

# Safety Intelligence at EASA





**Safety Intelligence and Performance Department (SM1)**

Head of Department: *Erick Ferrandez*

**Department Assistant**

*Raphaëlle Berthier*

Safety Risk Management SM1.1 <i>Nabil Ben Mami</i>	Safety Investigations SM1.2 <i>Mario Colavita</i>	Safety Promotion SM1.3 <i>John Franklin</i>	Safety Data Management SM1.4 <i>Geert Kinders</i>
Safety Risk Portfolios Management	Accident Investigations	Safety Promotion	Safety Data Management
<i>Martin Bernanderesson Yngvi Rafn Yngvason Aigars Krastins Jose-Luis Garcia Chico Michelle Low Florent Morel Rowan Powel Paris Vaiopoulos</i>	<i>Alessandro Cometa Hannu Melaranta David Waller Raluca Negoescu Ourania Chatzialekou Álvaro Correia Neves Virpi Mikkonen</i>	<i>Michel Masson Wendell Lynch Antonio Gonzalez Gomez Ross Inwood Martina Talacchia Estefania Moreno Martinez</i>	<i>Angela Spaetling Cristina Ricote-Bucero Nicola Balzano Janusz Strzelczyk Konrad Kolodziej Geert De Rycke</i>
Data4Safety Programme and FDM expertise	Confidential Safety Reporting		Occurrence Reporting
<i>Leopold Viroles Guillaume Deleye Guillaume Aigoïn</i>	<i>Susanne Schramm Helder Mendes (also FDM expert)</i>		<i>Apostolos Batategas Jenaro Iglesias Fernandez TBD</i>

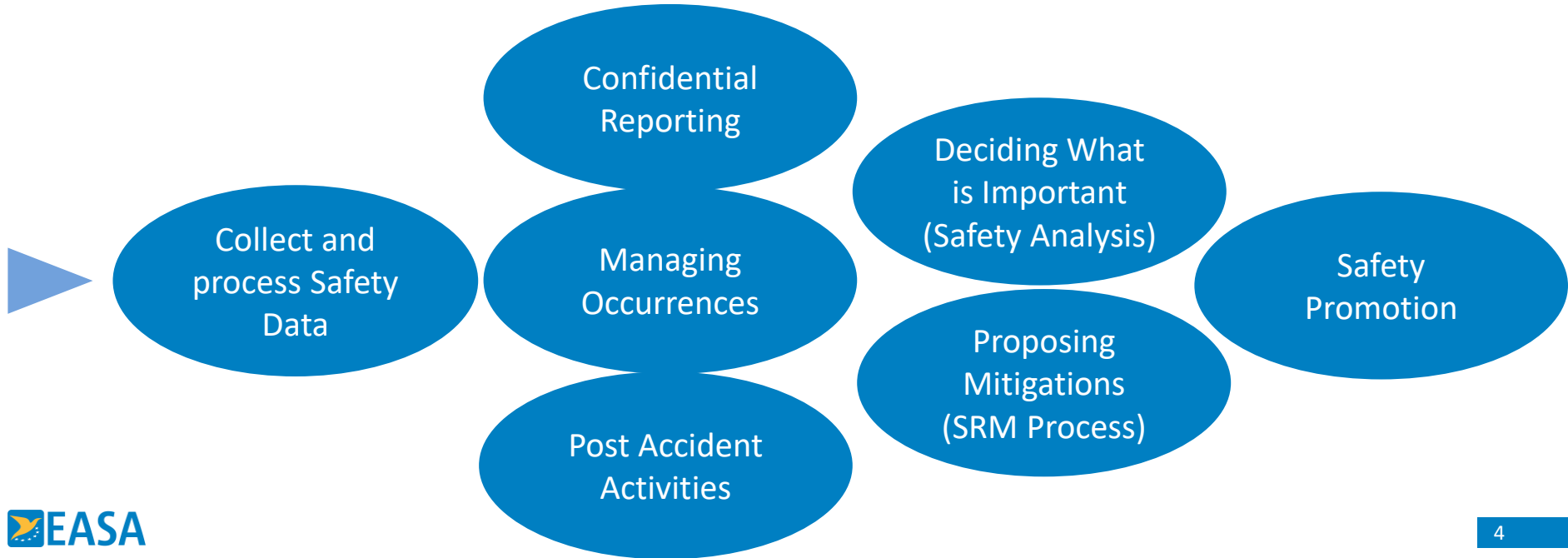
# What We Do in Safety Intelligence?

Provide the “Safety Compass” that supports the European Aviation Safety Plan (EPAS)

✓ Know where to look

✓ See it coming

✓ Propose mitigations





# Good Data is Needed for Good Analysis



**Data Driven EPAS Decision Making**

**Collaboration Helps Answer Difficult Questions**

# Safety Risk Management





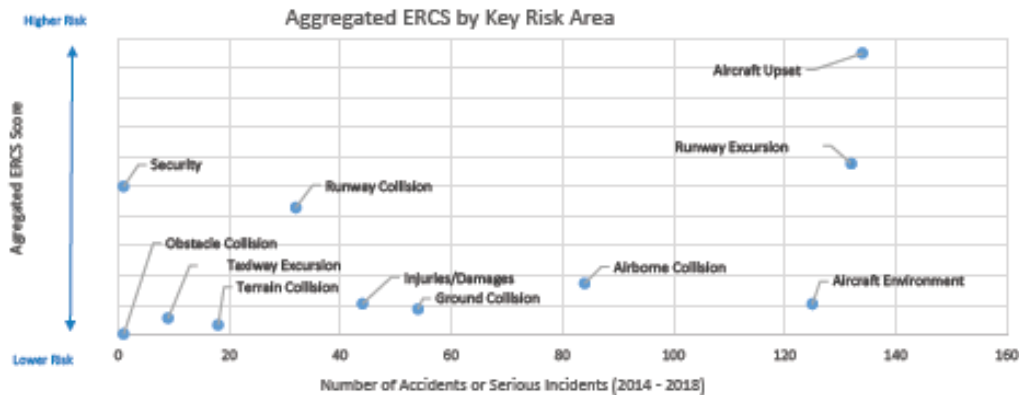
# ASR Analysis from Accidents and Incidents



# Key Risk Areas – Accident Outcomes

-  Aircraft Upset (Loss of Control)
-  Runway Excursion
-  Security
-  Runway Collision
-  Airborne Collision
-  Injuries/Damage
-  Aircraft Environment
-  Ground Collision

Figure 3 Number of CAT airline and air taxi accidents and serious incidents by key risk area, compared to aggregated risk, 2014-2018





# Four Ways to Handle Safety Issues

- **Assess:** Where we need to do a Safety Issue Assessment to understand more information
- **Mitigate:** Where actions are underway or ongoing
- **Monitor:** Where actions are complete or the risk is low and the Safety Issue is monitored
  
- **Candidate Safety Issues:** Newly proposed issues for initial assessment and categorisation

# SRM Step 2:

BUCKET	SUB-BUCKET	ID <sup>1</sup>	TITLE	KEY RISK AREAS/ERCS
<b>ASSESS</b>  <i>Need for further analysis (Analysis and Research plan)</i>	ACTIVE	SI-0007	Approach Path Management	AU,RE,TC,OC
	ACTIVE	SI-0010	Inappropriate flight control inputs	AU,RE,INJ,TE,TC,OC
	ACTIVE	SI-0017	Incorrect Rotation at Take-off	RE,AU,TC,OC
	ACTIVE	SI-0003	Convective Weather (Turbulence, Hail, Lightning, ice)	AU,RE,INJ,TC,OC
	ACTIVE	SI-0035*	False or Disrupted ILS Signal Capture	RE,TC,OC
	QUEUED	SI-0034	Reliance on satellite navigation	RE,TC,OC
	QUEUED	SI-0037	Non-Precision Approaches	RE,AC,TC,OC
	REFINE	SI-0029	Experience, Training and Competence of Flight Crew	ALL
	REFINE	SI-0004	Monitoring of Flight Parameters and Automation Modes	RE,AU,INJ,AC,TC,OC
	REFINE	SI-0008	Handling of Technical Failures	ALL
	REFINE	SI-0031	Supporting Information to Front-line personnel	ALL
	REFINE	SI-0021	Flight Planning and Preparation	ALL
	REFINE	SI-0020	Braking and Steering	RE,RC,AE,GC,TE
	REFINE	SI-0023	Aircraft maintenance	ALL
	REFINE	SI-0033	Fire and Smoke Effects	AE,INJ
REFINE	SI-0050	Management of Repetitive Defects on Safety Critical Systems	AU,RE,AE	
REFINE	SI-0040	Impact of non-Safety regulations	ALL	



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	QUEUED	SI-0037	Non-Precision Approaches	RE,AC,TC,OC
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REFINE	SI-0050	Management of Repetitive Defects on Safety Critical Systems	AU,RE,AE	
REFINE	SI-0040	Impact of non-Safety regulations	ALL	



# SRM Steps 3&4:

<b>MITIGATE<sup>1</sup></b>  <i>Standing mitigations for implementation (EPAS and other planning)</i>  <i>ACTIVE = 1 - BIS, 2 – EPAS, 3 – SP, or 4 – other actions ongoing</i>	ACTIVE-1;3	SI-0015	Entry of Aircraft Performance Data	AU,RE,OC
	ACTIVE-1;2;3	SI-0041	Effectiveness of Safety Management	ALL
	ACTIVE-3	SI-0042	Emergency evacuation	INJ
	ACTIVE-1;3	SI-0043	Deconfliction between IFR and VFR flights	AC
	ACTIVE-?	SI-0044	Volume and quality of the information in NOTAMs	ALL
	ACTIVE-1;3	SI-0001	Icing in Flight	AU
	ACTIVE-2;3	SI-0045	Bird/Wildlife Strikes	AU,INJ,AE
	?	SI-0046	Laser Illumination	TC,AU,RE,INJ,TE,SEC
	ACTIVE-2	SI-0014	Alignment with wrong runway	TC,OC,RE,RC
	?	SI-0018	Clear Air Turbulence (CAT) and Mountain Waves	INJ,AU

<sup>[1]</sup> The link to the BIS list, status and documents:

<https://imf.easa.europa.eu/case/sfprg/Integratedprogramming/Forms/BIS.aspx>

# SRM Step 5:

## MONITOR

Mitigations  
implementation,  
monitoring of  
effectiveness

*SPECIFIC (SPIs or other  
targeted monitoring)/  
PASSIVE (5 years  
events monitoring)*

<u>SPECIFIC</u>	<u>SI-0039</u>	Fatigue (FTL)	ALL
<u>PASSIVE-2</u>	<u>SI-0002</u>	Icing on Ground	RE,AU,TC,OC
<u>PASSIVE</u>	<u>SI-0047</u>	Disruptive Passengers	SEC,INJ
<u>PASSIVE</u>	<u>SI-0011</u>	Fuel Contamination and Quality	AU,TC,OC
<u>PASSIVE</u>	<u>SI-0025</u>	Fuel Management	AU,TC,OC
<u>PASSIVE</u>	<u>SI-0019</u>	Handling and Execution of Go-Arounds	RE,AU,TC,OC
<u>PASSIVE</u>	<u>SI-0048</u>	Explosive door opening	INJ
<u>PASSIVE</u>	<u>SI-0009</u>	Crew Resource Management	ALL
<u>PASSIVE</u>	<u>SI-0049</u>	Flight Crew Incapacitation	ALL
<u>PASSIVE</u>	<u>SI-0005</u>	State of wellbeing and fit for duties	ALL
<u>PASSIVE</u>	<u>SI-0006</u>	Runway Surface Condition	RE,AU,TC,OC
<u>PASSIVE</u>	<u>SI-0028</u>	Excessive Speed in Manoeuvring Area	TE,GC
<u>PASSIVE</u>	<u>SI-0012</u>	Wake Vortex	RE,AU,INJ,TC,OC
<u>PASSIVE</u>	<u>SI-0024</u>	Windshear	RE,AU,INJ,TC,OC
<u>PASSIVE</u>	<u>SI-0027</u>	Carriage and transport of Lithium Batteries	AE,INJ

# #MONITOR



# SRM Step 2:

<b>ANOTHER PORTFOLIO IN LEAD</b>  <i>Safety Issues relevant for the CAT A SRP, however treated, followed up at another Portfolio/NoA</i>	ATM CAG	SI-0030	ACAS RA Not Followed	AC
	NoA?	SI-0032*	Mass diversions	TC, AU
	ADM CAG	SI-0026	Baggage and Cargo loading	AU,RE,INJ,AE,GC,TC,OC
	ATM CAG	SI-0036	Airborne Separation with RPAS	AC,INJ
	ATM CAG	SI-0038	Deviations from charts convention	TC,OC

# SRM Step 1:

<b>CANDIDATE</b>  Preliminary assessment on the safety issue pending	NA	C-1	Encoding of RNP APP in FMS	TBD
	NA	C-2	Safety education of air passengers	TBD
	NA	C-3	Congestion/interference of the Electromagnetic Spectrum	TBD
	NA	C-4	Reliability of the new engine generation	TBD

#CANDIDATE



# What Concerns You Day to Day

→ Do these Safety Issues match your concerns?

→ Is there anything missing?

→ Discuss.....

# Questions?

[easa.europa.eu/connect](https://easa.europa.eu/connect)



**Your safety is our mission.**

An Agency of the European Union 





**Network Manager**  
nominated by  
the European Commission



# EVAIR for EBAA Safety Summit

## Occurrence analysis 2014-2018

**Ms Dragica Stankovic**  
EVAIR Function Manager

Nov 2019

## General Statistics

## Comparison EBAA Non-EBAA

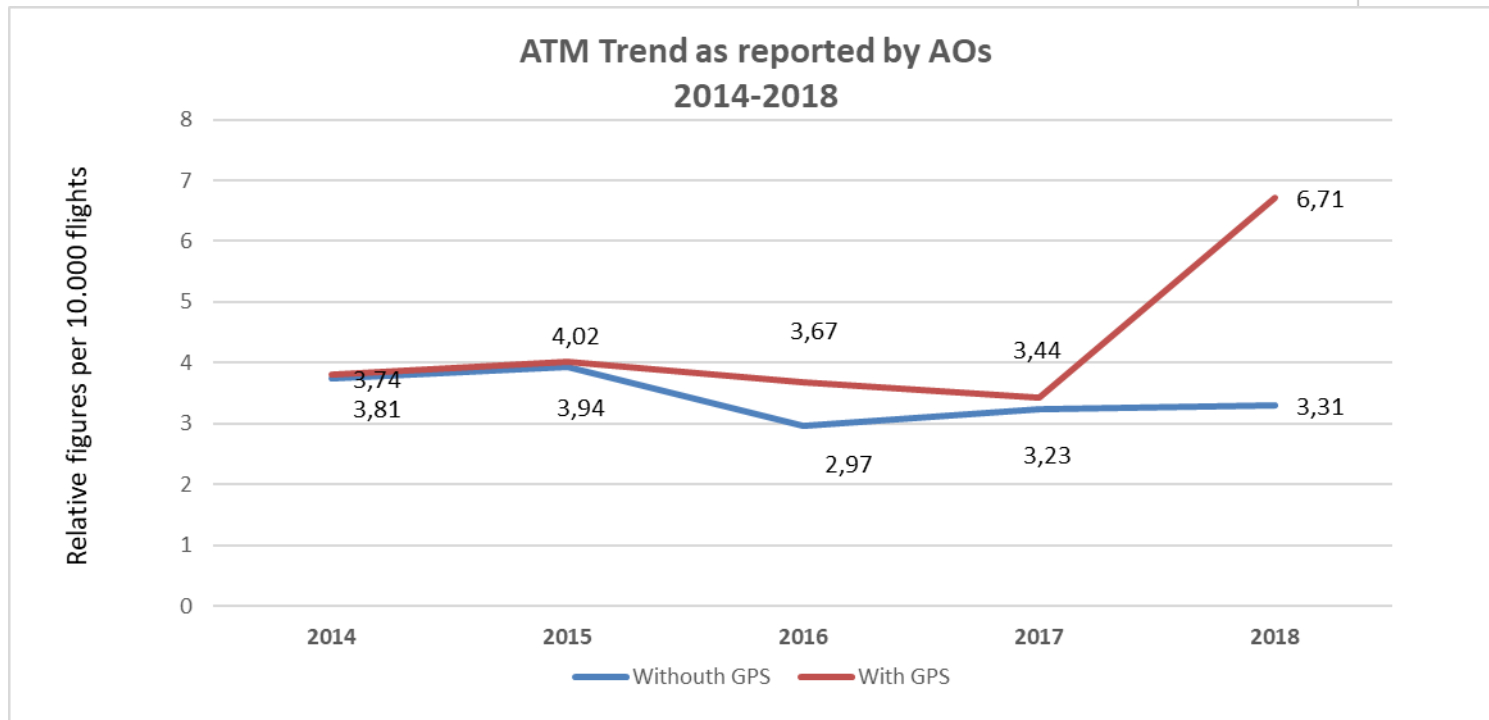
# EVAIR 2014-2018

**More than 29000 ATM AOs and ANSPs reports**

## Data providers:

- **More than 400 commercial, business and states carriers**
- **All European ANSPs**
- **ANSPs neighbouring with ECAC airspace (North Africa, Middle East, Russian Federation)**

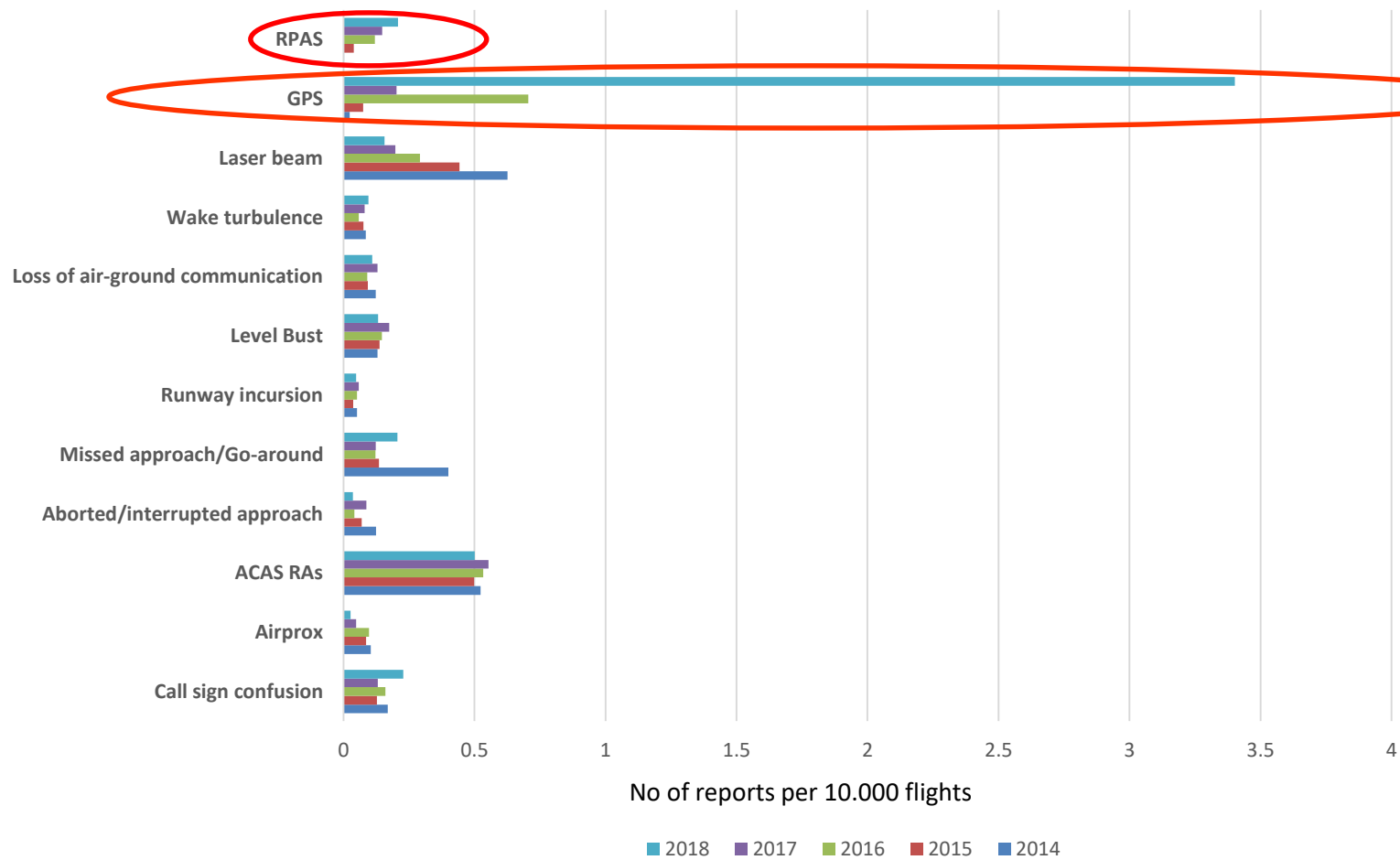




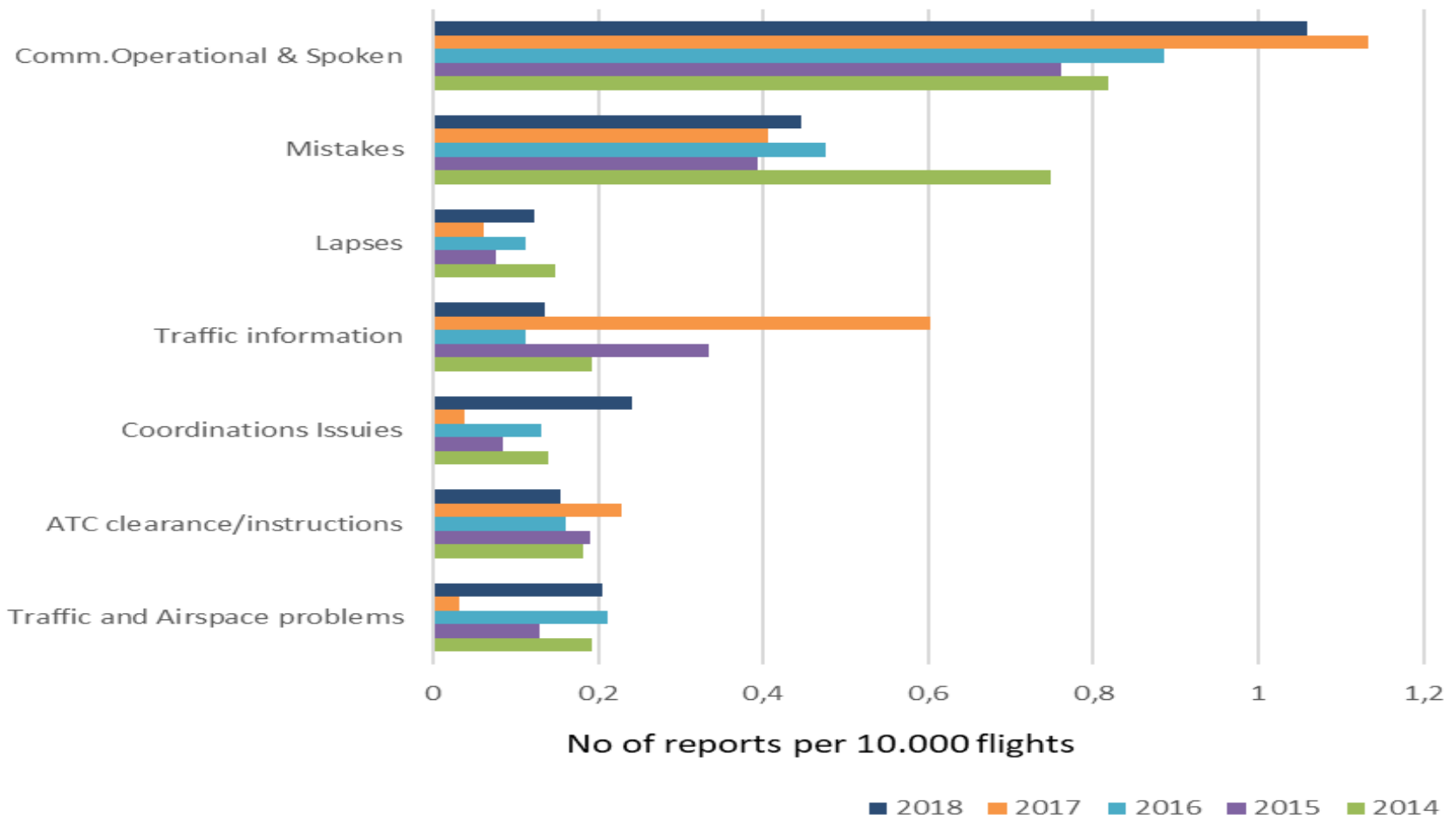
**EBAA members reporting to EVAIR make 1% of the data**

**In 2018 GPS made 53% of EVAIR AOs ATM reports**

## European ATM events 2014-2018

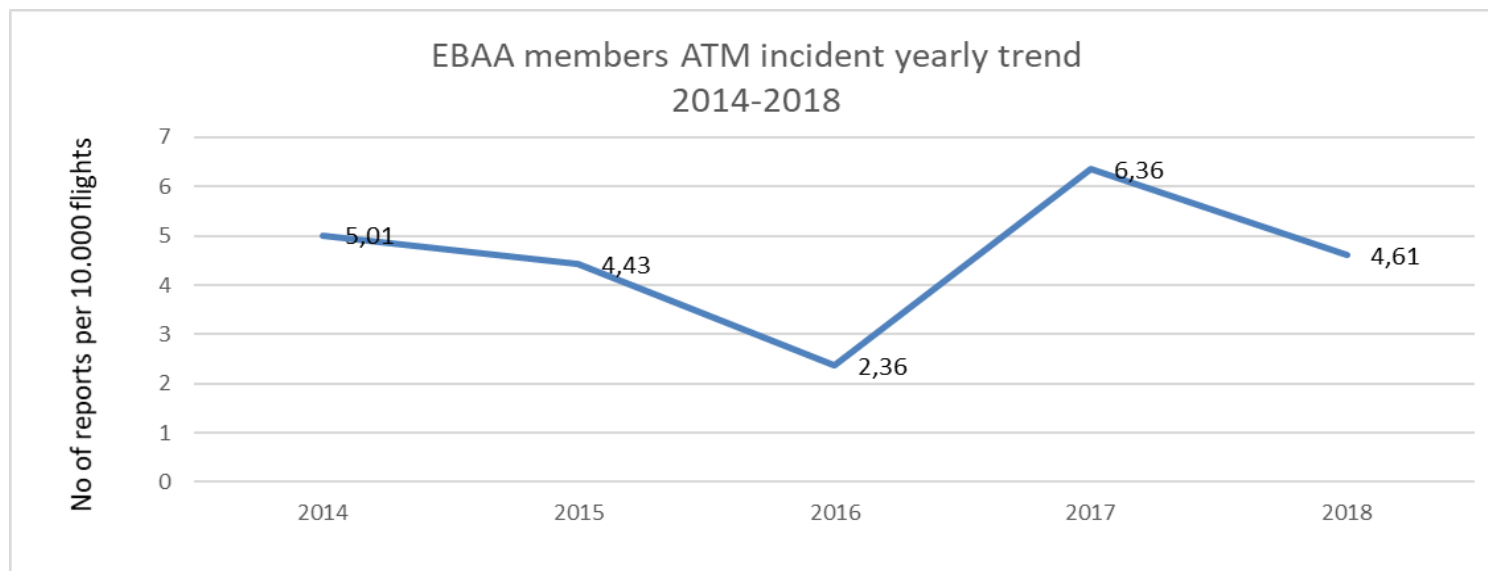
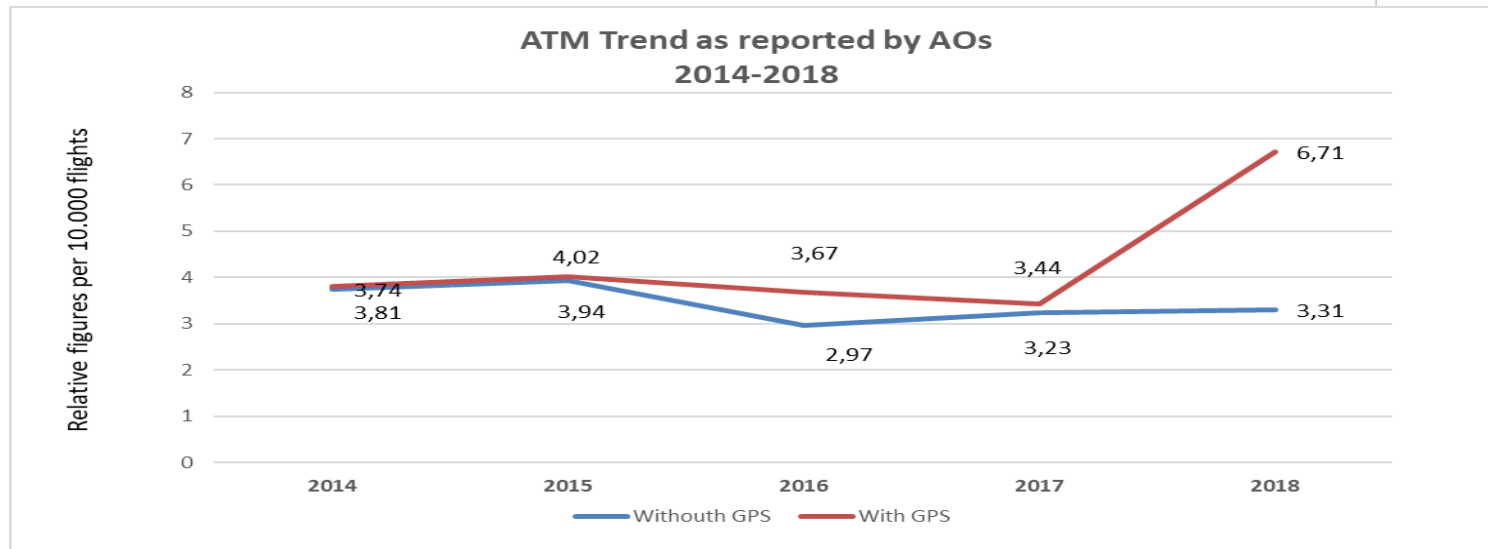


## Contributors to ATM incidents 2014-2018



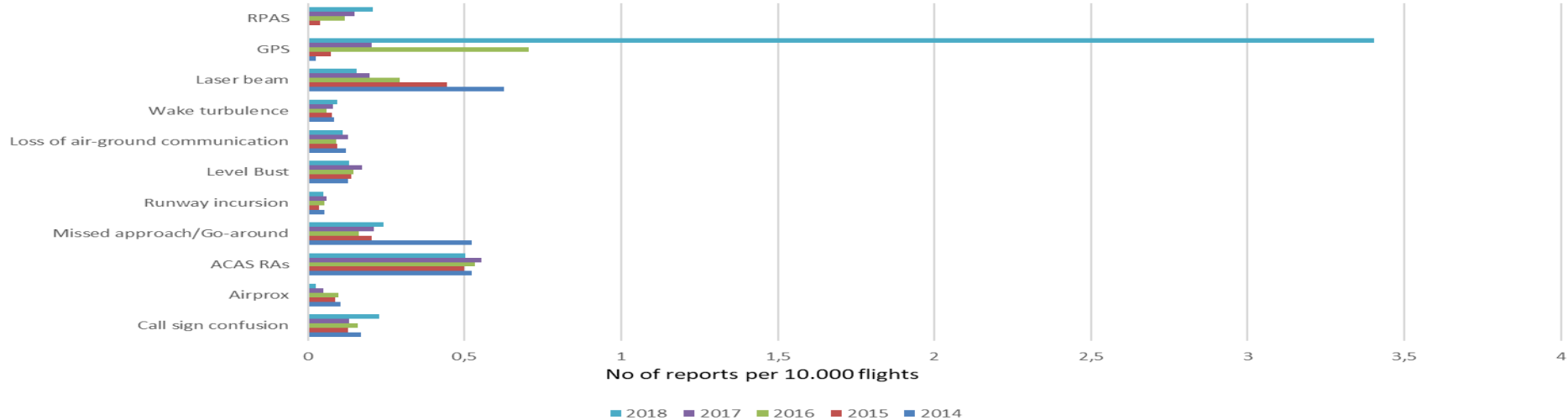


# Comparison EBAA Non-EBAA

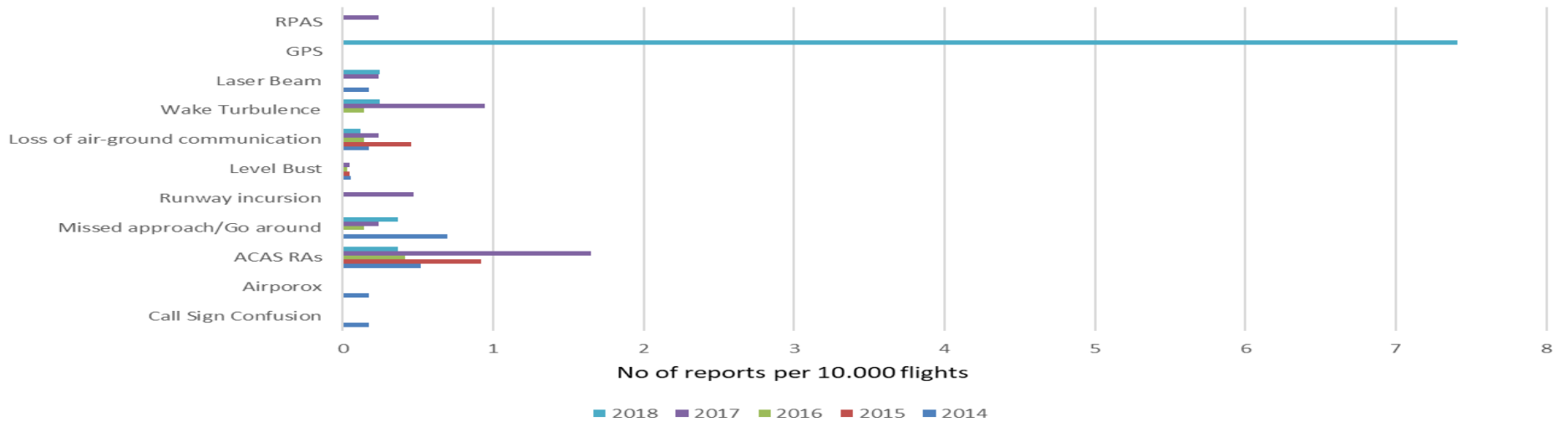




### Non-EBAA members ATM events 2014-2018

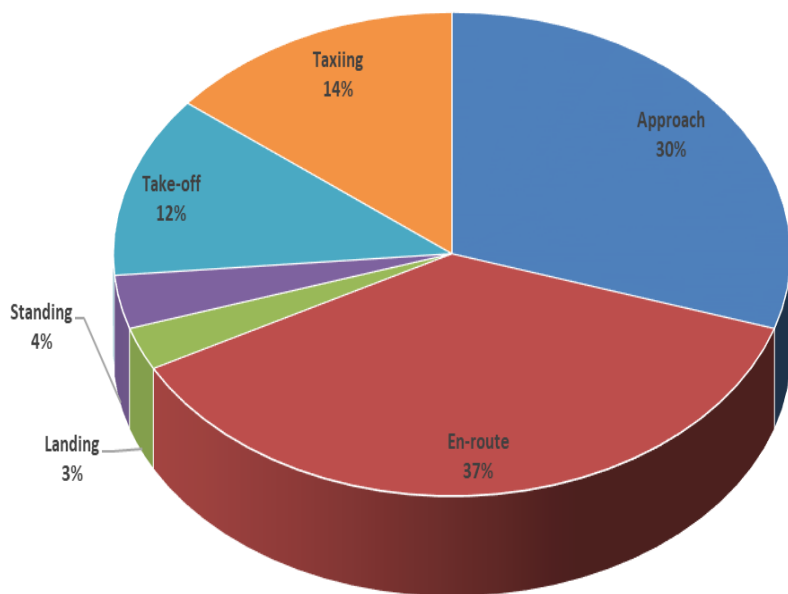


### EBAA members ATM events 2014-2018

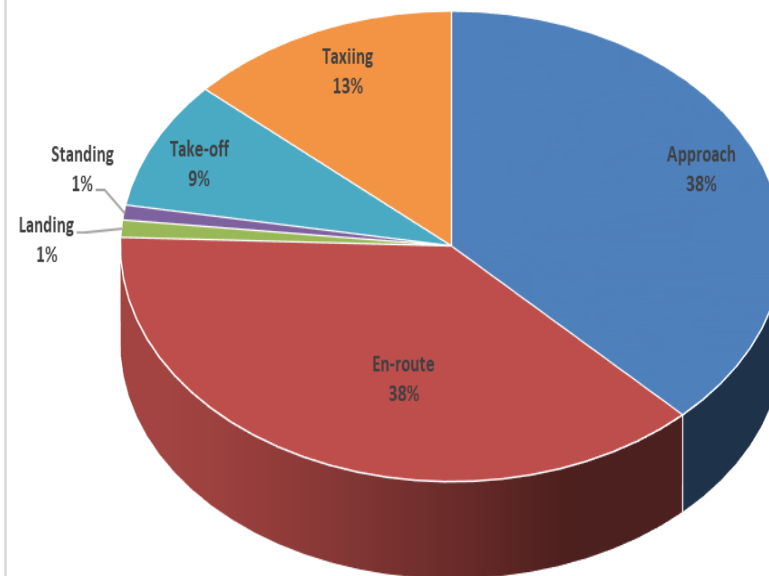




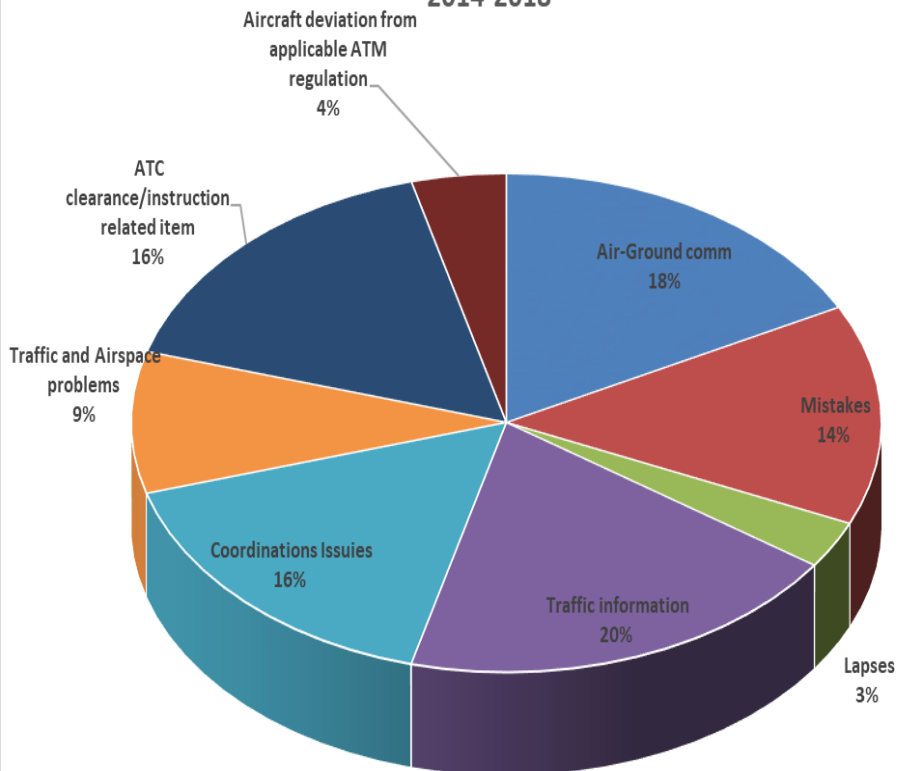
EBAA members - phases of flight  
2014-2018



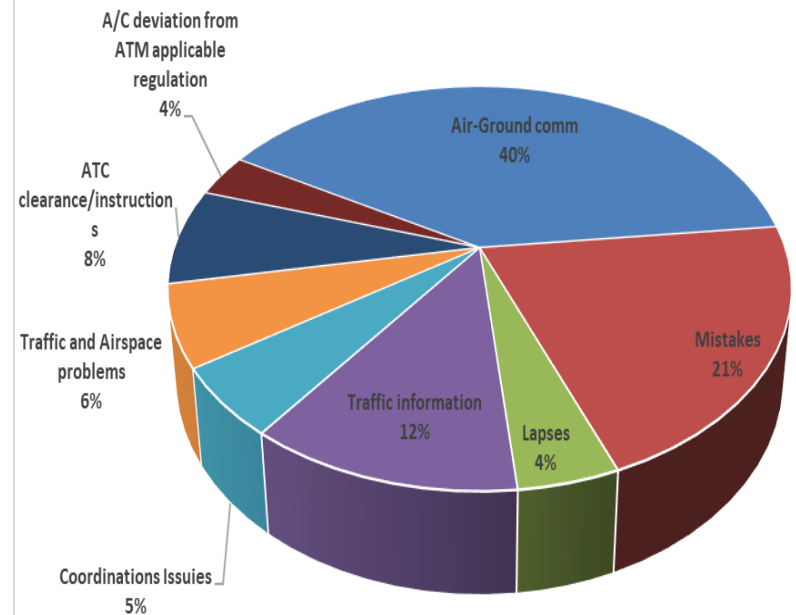
Non-EBAA phases of flight  
2014-2018



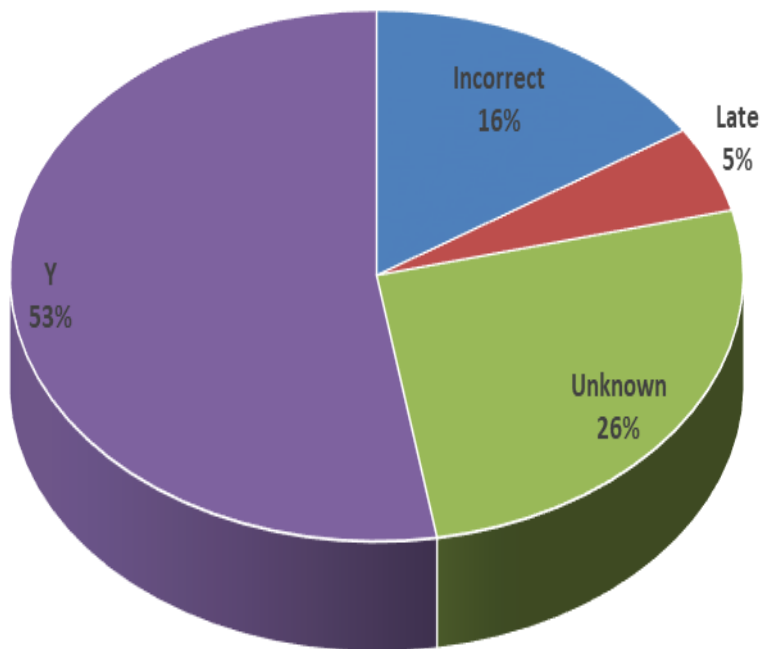
**EBAA members ATM occurrence causes  
2014-2018**



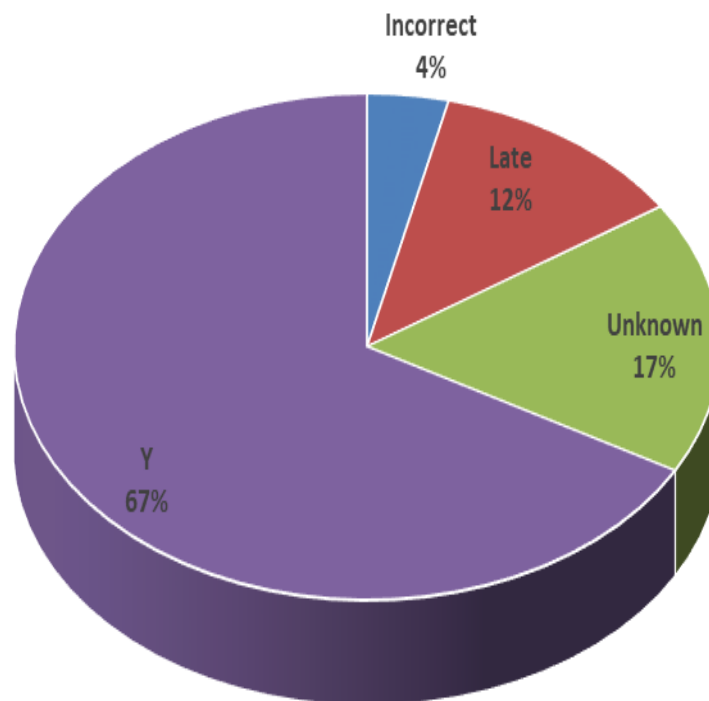
**Non-EBAA ATM occurrence causes  
2014-2018**



### E BAA members Traffic information 2014-2018

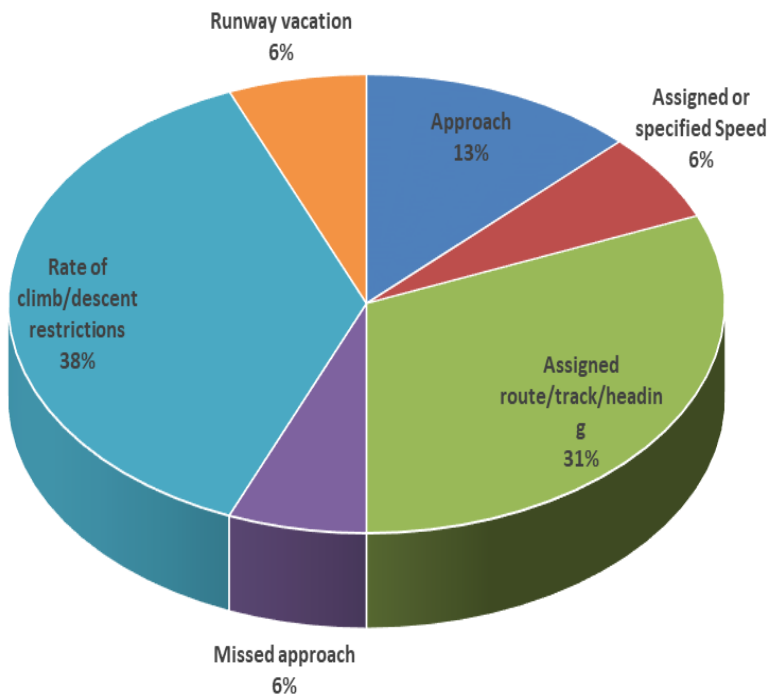


### Non-EBAA Traffic information 2014-2018

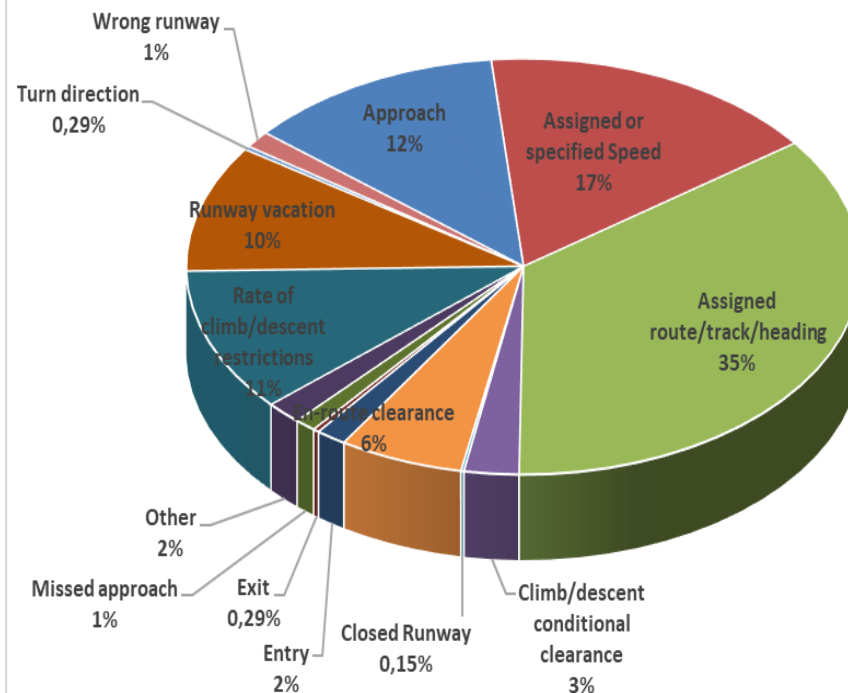




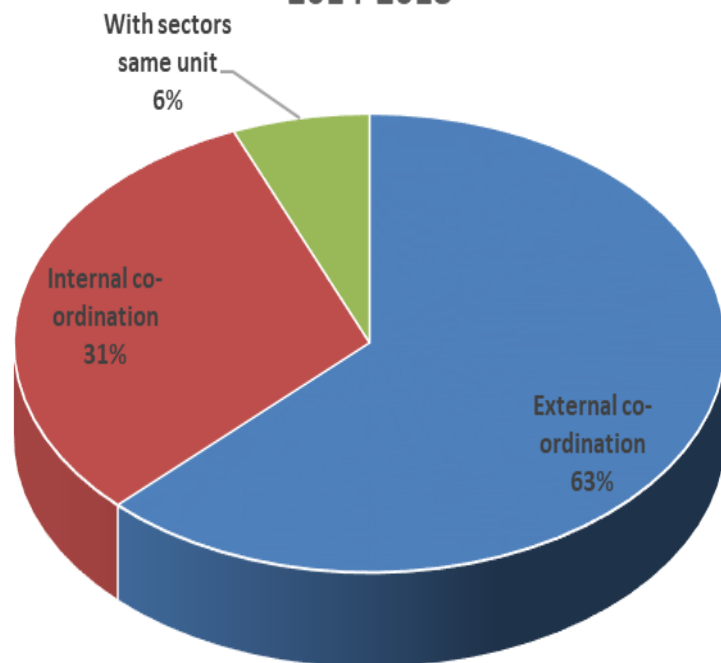
**EBAA members ATC clearance/instruction related item 2014-2018**



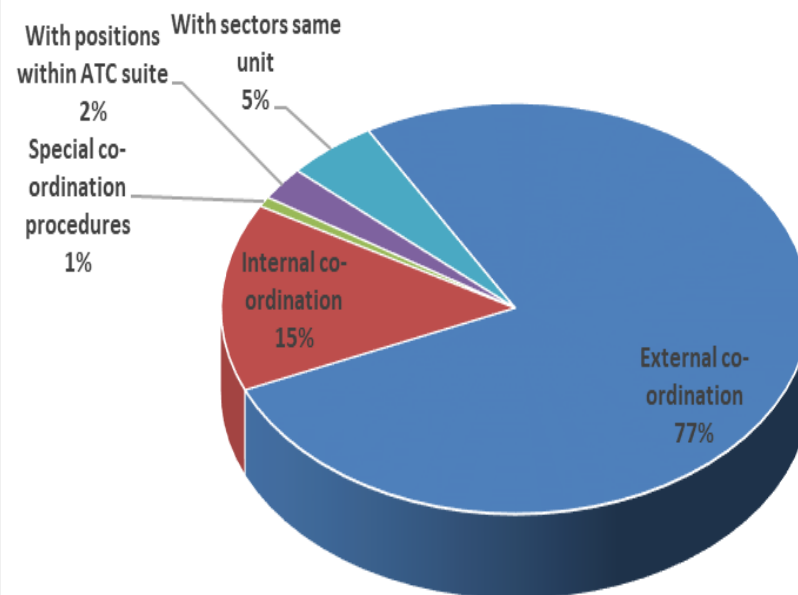
**Non-EBAA ATC clearance/instruction related item 2014-2018**



### EBAA members Coordination issues 2014-2018



### Non-EBAA coordination issues 2014-2018



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