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14. Oxygen for pressurised aircraft:
  - (a) loss of oxygen supply in the cockpit;
  - (b) loss of oxygen supply to a significant number of passengers (more than 10 %), including when found during maintenance or training or test purposes.
15. Bleed air system
  - (a) hot bleed air leak resulting in fire warning or structural damage;
  - (b) loss of all bleed air systems;
  - (c) failure of bleed air leak detection system.

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## ANNEX II

### LIST OF REPORTABLE OCCURRENCES RELATED TO AIR NAVIGATION SERVICES

- Note 1: Although this Annex lists the majority of reportable occurrences, it cannot be completely comprehensive. Any other occurrences, which are judged by those involved to meet the criteria, should also be reported.
- Note 2: This Annex does not include accidents and serious incidents. In addition to other requirements covering the notification of accidents, they should also be recorded in the databases mentioned in Article 5(2).
- Note 3: This Annex includes ANS occurrences which pose an actual or potential threat to flight safety, or can compromise the provision of safe ANS services.
- Note 4: The contents of this Annex shall not preclude the reporting of any occurrence, situation or condition which, if repeated in different but likely circumstances or allowed to continue uncorrected, could create a hazard to aircraft safety.
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- (i) Near collision incidents (encompassing specific situations where one aircraft and another aircraft/the ground/a vehicle/person or object are perceived to be too close to each other):
    - (a) Separation minima infringement
    - (b) Inadequate separation
    - (c) Near-Controlled Flight Into Terrain (Near CFIT)
    - (d) Runway incursion where avoiding action was necessary.
  - (ii) Potential for collision or near collision (encompassing specific situations having the potential to be an accident or a near collision, if another aircraft is in the vicinity):
    - (a) Runway incursion where no avoiding action is necessary
    - (b) Runway excursion
    - (c) Aircraft deviation from ATC clearance
    - (d) Aircraft deviation from applicable Air Traffic Management (ATM) regulation:
      - 1) Aircraft deviation from applicable published ATM procedures;
      - 2) Unauthorised penetration of airspace;
      - 3) Deviation from aircraft ATM-related equipment carriage and operations, as mandated by applicable regulation(s).

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- (iii) ATM-specific occurrences (encompassing those situations where the ability to provide safe ATM services is affected, including situations where, by chance, the safe operation of aircraft has not been jeopardised). This shall include the following occurrences:
- (a) Inability to provide ATM Services
    - 1) inability to provide Air Traffic Services;
    - 2) inability to provide Airspace Management Services;
    - 3) inability to provide Air Traffic Flow Management Services.
  - (b) Failure of Communication function
  - (c) Failure of Surveillance function
  - (d) Failure of Data Processing and Distribution function
  - (e) Failure of Navigation function
  - (f) ATM system security
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#### Appendix to ANNEX II

The following subparagraphs give examples of reportable ATM occurrences resulting from the application of the general criteria listed in paragraph (iii) of Annex II to aircraft operations.

1. Provision of significantly incorrect, inadequate or misleading information from any ground sources, e.g. Air Traffic Control (ATC), Automatic Terminal Information Service (ATIS), Meteorological Services, navigation databases, maps, charts, manuals, etc.
  2. Provision of less than prescribed terrain clearance.
  3. Provision of incorrect pressure reference data (i.e. altimeter setting).
  4. Incorrect transmission, receipt or interpretation of significant messages when this results in a hazardous situation.
  5. Separation minima infringement.
  6. Unauthorised penetration of airspace.
  7. Unlawful radio communication transmission.
  8. Failure of ANS ground or satellite facilities.
  9. Major ATC/ATM failure or significant deterioration of aerodrome infrastructure.
  10. Aerodrome movement areas obstructed by aircraft, vehicles, animals or foreign objects, resulting in a hazardous or potentially hazardous situation.
  11. Errors or inadequacies in marking of obstructions or hazards on aerodrome movement areas resulting in a hazardous situation.
  12. Failure, significant malfunction or unavailability of airfield lighting.
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