
SOUTH AMERICAN AIG REGIONAL COOPERATION MECHANISM (ARCM)

FOURTH AIG AUTHORITIES MEETING

(Brasilia, Brazil, 23 to 25 May 2017)

Item 4: Progress made in the implementation of the safety data collection and processing system (SDCPS)

SDCPS SAFETY DATA QUALITY

(Presented by the Secretariat)

Summary

This working paper presents to the consideration and approval of the Fourth South American AIG Authorities Meeting (AIG-SAM/4) the mechanisms, tools, and/or techniques to be implemented by the ARCM to ensure the quality of SDCPS safety data, so as to allow SAM States and the ARCM to develop accurate and reliable safety studies.

- LAR 113 – Aircraft accident and incident reporting requirements
- Annex 13 – Aircraft accident and incident investigation
- Annex 19 – Safety management
- Doc 9859 – Safety management manual (SMM)
- SDCPS database
- ECCAIRS 5.4.1.7 taxonomy 3.4.0.2

Prepared by:

Arturo Martinez (rapporteur), ARCM TC
V́ctor Godoy, Argentina
Cesar de Medeiros, Brazil
Julio Salazar, Ecuador

1. Introduction

1.1 The implementation of the ARCM safety data collection and processing system (SDCPS) was approved at the AIG-SAM/3 meeting. Accordingly, a regional database was created for collecting safety information produced by the ADREP/ECCAIRS systems of ARCM member States.

1.2 The ARCM has recommended the use of ECCAIRS as the ideal platform for recording, reporting, and exchanging data on civil aviation accident and incident occurrences.

1.3 In 2016, the ARCM Technical Committee made an effort to update ECCAIRS systems training for ARCM States.

1.4 Assistance has also been provided to ARCM States in the installation and implementation of this software in the corresponding AIG organisations/administrations.

1.5 In keeping with the annual ARCM training programme, States are participating in the ECCAIRS/ADREP workshop held at the Regional Office and in the States, as required.

1.6 Thus, since 2016, the ARCM Technical Committee is encouraging the States that are part of this mechanism to report the occurrences in their ECCAIRS database corresponding to the ARCM SDCPS.

1.7 The States must report to the ARCM all occurrences involving aircraft, regardless of their weight (mass).

1.8 The ARCM SDCPS incorporates into its ECCAIRS system all occurrences reported by ARCM States.

2. Current status

2.1 At present, the contents of accident and incident reports sent by States to the ECCAIRS system in the ARCM SDCPS cannot be modified by third parties.

2.2 Regarding the data concerning the recorded occurrences, the ARCM still cannot guarantee that the data sent by States is consistent, coherent, and without errors. Consequently, States are urged to adopt procedures to ensure data quality.

2.3 The adoption of these procedures will ensure the consistency, coherence, and absence of errors in the contents of ECCAIRS occurrences.

3. ADREP taxonomy

3.1 It is a collection of related attributes and values that provide a description and a definition. Attributes and values may be entered freely or through a selection list. **Appendix A** describes some examples.

3.2 **CAST/ICAO common taxonomy team.** The CAST/ICAO Common Taxonomy Team (CICTT), comprised by the Commercial Aviation Safety Team (CAST) and the ICAO Common Taxonomy Team, is responsible for the development of common taxonomies and definitions for aircraft accident and incident reporting systems. Common taxonomies and definitions provide a standard language for the industry, thus enhancing the quality of information and communications. This common language significantly increases the capacity of the aviation community to focus on safety issues. The CICTT is co-chaired by an ICAO representative and a CAST representative.

3.3 The taxonomy requires constant updating and standardisation, since there are many entities involved in the establishment of aviation taxonomy, and thus the need to create a task force or panel for the establishment or updating of a single taxonomy for the ARCM. This task force or panel shall coordinate the standardisation and use of the new taxonomy with the CAST/ICAO common taxonomy

team (CICTT). At present, a task force on taxonomy has been established within the framework of the SAM SSP implementation pilot project, with participation of AIG and SSP experts.

4. Data entry

4.1 In an SDCPS, data entry is accomplished using forms that contain the set of attributes. **Appendix A** shows some examples.

5. Data consistency

5.1 When entering free-value data, no spelling errors can be made, calculated numerical values must be validated, and data relationships must be consistent with the concepts set forth in Annex 13. **Appendix A** contains examples.

6. Data quality

6.1 The combined use of the standards and recommended practices of Annex 13, ADREP taxonomy, data entry, and data consistency will result in quality data.

6.2 However, taking into account human error and in order to ensure data quality, it is advisable to use automatic computer-based control processes.

6.3 It should be noted that any occurrence reported to the ARCM or to ICAO must be validated for data consistency.

6.4 An ECCAIRS-based SDCPS provides automatic assistance to ensure data quality. This assistance, called “Data Quality”, is contained in a set of tools called “Data Manager”. **Appendix B** illustrates, through an example, how to arrive at “Data Quality”.

6.5 “Data Quality” is based on the concepts contained in Annex 13 and on the use of the ADREP taxonomy, which ensure the quality of data. It is a set of basic and advanced rules that will help the investigator to check and correct possible errors and data inconsistencies.

- ✓ Basic and advanced rules are listed in **Appendix B**.
- ✓ Bear in mind that the investigator may create new rules as appropriate.
- ✓ **Appendix B** shows an example of “Data Quality” results.
- ✓ The results give “warnings” or “errors” in the attributes under review.
- ✓ **Appendix B** shows a flow of “Data Quality” good practices.

7. Suggested action

7.1 The Meeting is invited to:

- a) approve the use of data quality procedures as a standard procedure for ensuring consistency;
- b) adopt “Data Quality” as a tool to ensure data quality;
- c) consider the establishment of a project to ensure data quality; and

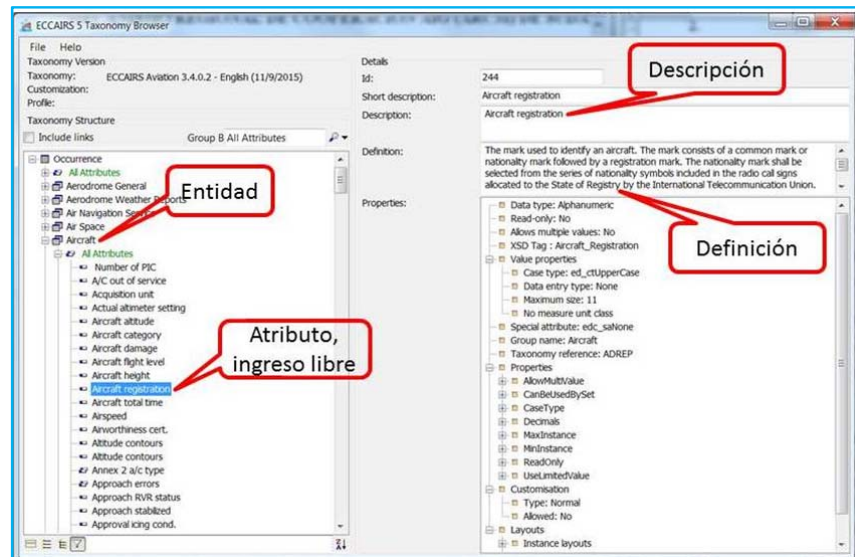
- d) consider the creation of a permanent task force or panel to establish taxonomy review procedures (new values, airports, birds, etc.).

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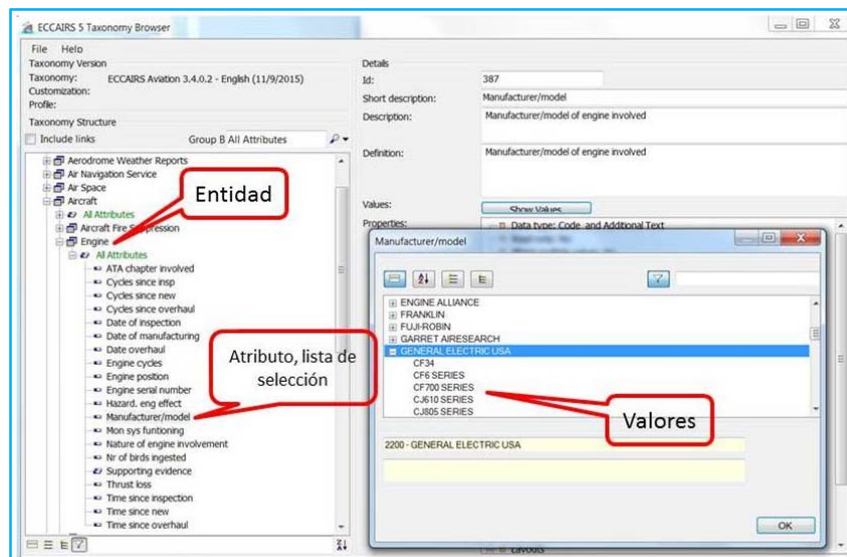
APPENDIX A

1. ADREP taxonomy

1.1 Attribute: Aircraft registration, free entry value



1.2 Attribute: Manufacturer/model, selection list



2. Data entry

2.1 ECCAIRS-based preliminary reporting form

The screenshot shows the ECCAIRS 5 Browser interface. Key elements include:

- File number:** 0001
- Severity:** Accident
- Injuries Table:**

	Fatal	Serious	Minor	None	Unknown	Total
Total on ground						
Total on aircraft	3					3
Grand total	3					3

3. Data consistency

3.1 Theoretical reference:

- a) Annex 13, Chapter 1, Page 1-1
- b) ADREP taxonomy

CAPÍTULO I. DEFINICIONES

Quando los términos y expresiones indicados a continuación se emplean en las normas y métodos recomendados para la investigación de accidentes e incidentes de aviación, tienen los significados siguientes:

Accidente. Todo suceso relacionado con la utilización de una aeronave, que, en el caso de una aeronave tripulada, ocurre entre el momento en que una persona entra a bordo de la aeronave, con la intención de realizar un vuelo, y el momento en que todas las personas han desembarcado, o en el caso de una aeronave no tripulada, que ocurre entre el momento en que la aeronave está lista para desplazarse con el propósito de realizar un vuelo y el momento en que se detiene, al finalizar el vuelo, y se apaga su sistema de propulsión principal, durante el cual:

- a) **cualquier persona sufre lesiones mortales o graves a consecuencia de:**
 - hallarse en la aeronave, o
 - por contacto directo con cualquier parte de la aeronave, incluso las partes que se hayan desprendido de la aeronave, o
 - por exposición directa al chorro de un reactor,

excepto cuando las lesiones obedezcan a causas naturales, se las haya causado una persona a sí misma o hayan sido causadas por otras personas o se trate de lesiones sufridas por pasajeros clandestinos escondidos fuera de las áreas destinadas normalmente a los pasajeros y la tripulación; o
- b) **la aeronave sufre daños o roturas estructurales que:**
 - afectan adversamente su resistencia estructural, su performance o sus características de vuelo; y
 - que normalmente exigen una reparación importante o el recambio del componente afectado,

excepto por falla o daños del motor, cuando el daño se limita a un solo motor (incluido su capó o sus accesorios); hélices, extremos de ala, antenas, sondas, alabes, neumáticos, frenos, ruedas, carenas, paneles, puertas de tren de aterrizaje, parabrisas, revestimiento de la aeronave (como pequeñas abolladuras o perforaciones), o por daños menores a palas del rotor principal, palas del rotor compensador, tren de aterrizaje y a los que resulten de granizo o choques con aves (incluyendo perforaciones en el radomo); o
- c) la aeronave desaparece o es totalmente inaccesible.

- 3.2 The previous example in item 2.1 shows data consistency.
- 3.3 The example also shows data coherence in the relationship between the type of occurrence (an accident) and the recorded injuries.
- 3.4 This relationship becomes a rule, since it is based on the definition of accident in Annex 13, Chapter 1, Page 1-1, "...a) a person is fatally or seriously injured as a result of", consequently, in this case, the occurrence must be classified as an accident so as to be consistent with the recorded injuries.

Unknown	Total	Severity
	3	Occurrence: Accident
	3	Injury level: Highest damage
		Third party
		Events

Consistente (points to the value 3 in the Total column)

Relación de coherencia (points to the value Accident in the Occurrence field)

- 3.5 The following example also shows two cases of data consistency and coherence.
- 3.6 This example is also based on the definition of accident in Annex 13 and the ADREP taxonomy.
- 3.7 This example shows a relationship of coherence between "accident" and "substantial", assuming there was fire in the cabin. We are referring to Annex 13 that states that "...the aircraft sustains damage or structural failure ..." and to the ADREP taxonomy, with the terms "Highest damage" and "Occurrence class". Therefore, in this case, for the occurrence (classified as an accident) to be coherent, it must duly record injuries or substantial damage to the aircraft.

Details
Id: 432
Short description: Highest damage
Description: Damage severity level
Definition: The highest level of damage sustained by any aircraft involved in the occurrence

Highest damage

- Destroyed
- Substantial**
- Minor
- None
- Unknown

2 - The aircraft sustained substantial damage in the accident.

The aircraft sustained damage or structural failure which:

OK

Details
Id: 431
Short description: Occurrence class
Description: Occurrence class
Definition: The classification of the occurrence in relation to its severity.

Occurrence class

- Accident
- Serious incident
- Incident

100 - Accident

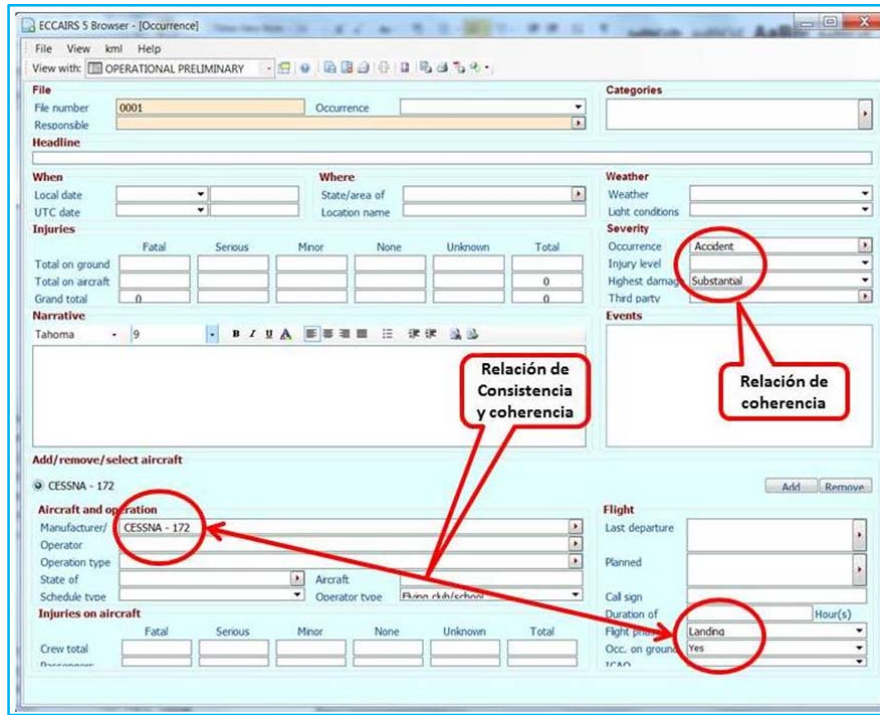
An occurrence associated with the operation of an aircraft which, in the case of a manned aircraft, is between the time any person boards the aircraft with the intention of flight until such time as all such disembarked, or in the case of an unmanned aircraft, takes place between the time the aircraft is re with the purpose of flight until such time it comes to rest at the end of the flight and the primary propu shut down, in which:

(a) a person is fatally or seriously injured as a result of
— being in the aircraft, or
— direct contact with any part of the aircraft, including parts which have become detached from the aircraft, or direct exposure to jet blast, except when the injuries are from natural causes, self-inflicted or inflicted persons, or when the injuries are to stowaways hiding outside the areas normally available to the p crew; or

(b) the aircraft sustains damage or structural failure which adversely affects the structural strength, performance or flight characteristics of the aircraft, and would normally require or replacement of the affected component, except for engine failure or damage, when the damage single engine, (including its cowlings or accessories), to propellers, wing tips, antennas, probes, v2 brakes, wheels, fairings, panels, landing gear doors, windscreens, the aircraft skin (such as small c puncture holes) or minor damages to main rotor blades, tail rotor blades, landing gear, and those n hail or bird strike, (including holes in the radome); or

(c) the aircraft is missing or is completely inaccessible.

3.8 This same example illustrates data consistency, since we can clearly see that it is an accident involving a CESSNA 172 aircraft in the landing phase (air) that has sustained substantial damage.



APPENDIX B

QUALITY OF DATA BASED ON ECCAIRS "DATA QUALITY"

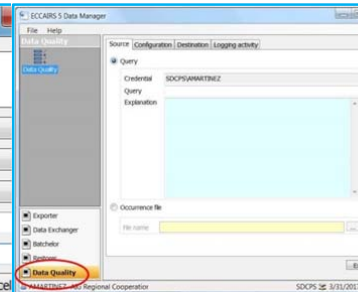
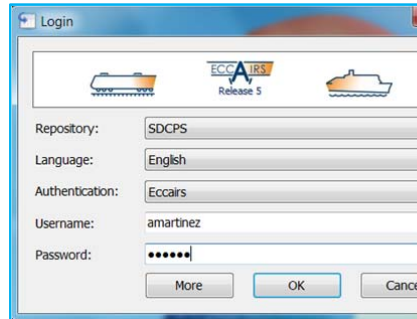
1. "Data Quality" application flow
 - 1.1 The figure below shows the orderly flow that a data quality process should follow.



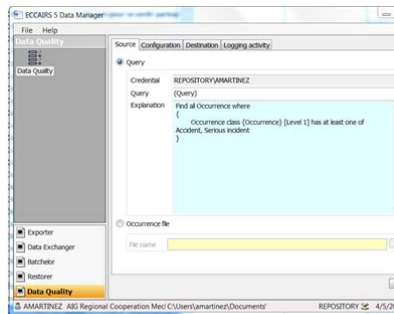
2. Data Quality

2.1 The following sequences of images are a quick reference to access and use “Data Quality”.

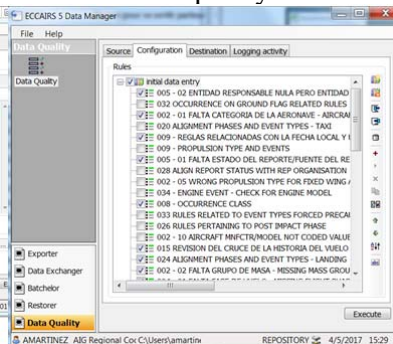
1. Seek and execute “Data Manager”
2. Enter credentials
3. Select “Data Quality”



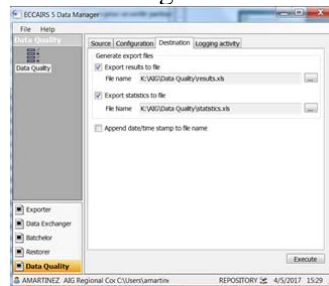
4. Enter filter



5. Enter data quality rules



6. Enter log and execute



3. Basic and advanced data quality rules

3.1 Basic rules

3.1.1 The following table contains a set of rules based on the concepts contained in Annex 13 and the ADREP taxonomy.

3.1.2 The rules are ordered in rows and reflect the data quality conditions for each attribute.

3.1.3 The table below has the following columns:

- a) Rule: the name that describes the rule.
- b) ID: the numerical code in the ADREP taxonomy that makes reference to the ECCAIRS taxonomy dictionary.
- c) Criterion: the condition to be verified in the content of the attribute.
- d) Severity: the measure of the result of this rule. “Warning” or “Error”.

3.1.4 The table follows the logical criteria in English (criterion column) used by ECCAIRS for easier reference.

3.1.5 For example, the rule “Report source missing” is interpreted as follows: **IF** attribute “Report source” with ID 476 “Has no value”, the result is a “Warning” for review.

Rule	ID	Name of attribute in the taxonomy	Criterion	Severity
Report source missing	476	Report source	Has no value	Warning
Occurrence status missing	455	Occurrence status	Has no value	Error
Occurrence category missing	430	Occurrence categories	Has no value	Warning
State of Registry missing	244	Aircraft registration	Has value	Error
	281	State of registry	Has no value	
Aircraft category missing	21	Aircraft make/model/series	Has value	Warning
	32	Aircraft category	Has no value	
State or area of occurrence missing	454	State or area of occurrence	Has no value	Error
Narrative text missing	424	Narrative language	Has value	Warning
	425	Narrative text	Has no value	
Mass group missing	21	Aircraft make/model/series	Has value	Warning
	319	Aircraft mass group	Has no value	
Flight phase missing	21	Aircraft make/model/series	Has value	Warning
	121	The flight phase in which the occurrence took place	Has no value	
Rules related to local date and UTC	433	Local date	Has no value	Warning
	477	UTC date	Has no value	Warning
	433	Local date	Has no value	Error
	477	UTC date	Has no value	Error
	433	Local date	After current date	Error
	477	UTC date	After current date	Error

3.2 Advanced rules

3.2.1 The contents of paragraphs 3.1.1 to 3.1.4 are also valid for this part.

3.2.2 For example: the rule “Rules concerning injuries” is interpreted as follows: **If** attribute “Injury severity level” with ID 451 is “Equal none” **AND** (includes) “Events type” “has at least one of” (contains at least one of the values listed below)” the result is a “Warning” for review.

Rule	ID	Name of attribute in the taxonomy	Criterion	Severity
Rules concerning injuries	451	Injury severity level	Equal none	Warning
	390 3000000 99010150 2150000	Events type consequential events damage and injuries events Injuries to persons 2150100 - Injuries from	Has at least one of	

		turbulence 2150200 - Injuries from abrupt manoeuvre 2150300 - Injuries received from contact with a propeller blast, helicopter rotor downwash or jet blast 2150400 - Injuries received from coming into contact with an aircraft or aircraft component 99010070 - Injuries sustained by persons while being part of a sling load or being hoisted 2150500 - Injuries received from sources other than those listed above 2150000 - Injuries to persons		
Incorrect level of injuries	Level of injuries is fatal but the number of fatalities has not been provided			Error
	431	Occurrence class	Equal to Level1:Accident	
	451	Injury level	Fatal	
	459	Total fatalities aircraft	0 or has no value	
	460	Total fatalities ground	0 or has no value	
	458	Total fatalities	0 or has no value	
	Number of fatalities has been given but the level of injuries is not stated as fatal			Error
	431	Occurrence class	Equal to Level1:Accident	
	458	Total fatalities	Greater than 0	
	459	Total fatalities aircraft	OR Greater than 0	
	460	Total fatalities ground	OR Greater than 0	
	451	Injury level	Not equal to Fatal	
	Level of injuries is serious but the total number of serious injuries has not been provided			Error
	451	Injury level	Serio	
	470	Total serious injuries	Equal to 0 or Has no value	
	Level of injuries is minor but the level of fatalities or serious injuries is greater than zero			Error
	451	Injury level	Equal to Minor	
	458	Total fatalities	Greater than 0	
	459	Total fatalities aircraft	OR Greater than 0	
	460	Total fatalities ground	OR Greater than	

			0	
	471	Total serious injuries aircraft	OR Greater than 0	
	472	Total serious injuries ground	OR Greater than 0	
	470	Total serious injuries	OR Greater than 0	
	Level of injuries is minor but the level of minor injuries is not stated			Error
	451	Injury level	Equal to Minor	
	467	Total minor injuries	Equal to 0 OR Has no value	
	468	Total minor injuries-aircraft	Equal to 0 OR Has no value	
	469	Total minor injuries-ground	Equal to 0 OR Has no value	
	Number of persons of unknown category on board is greater than zero			Error
	153	Number of persons unknown category	Greater than 0	Warning
	Total number of injuries of unknown category in the occurrence is greater than zero or the total number of injuries of unknown category on the aircraft is greater than zero			Warning
	464	Total injuries-unknown (Occurrence)	Greater than 0 OR	
	161	Total number of unknown injuries (in any Aircraft)	Greater than 0	
	Level of injuries missing			Error
	451	Injury level	Has no value	
Alignment of event phases and types during take-off	391	Event phase	Has at least one of	Warning
	391	Level 3: Sub-Phases		
	10000	Powered Fixed-wing aircraft		
	10300	Take-off		
		10302 - Initial climb		
		10303 - Rejected take-off		
		10304 - Climb into traffic pattern		
		10398 - Take-off: Other		
	990824	Helicopter		
	990837	Take-off		
		10307 - Vertical take-off		
		990861 - Hovering/transition from hover to forward flight		
AND	390	Event type	Has at least one of	
	99010164	Organizational Events		
	7000000	Regulatory		
	2020700	ATM Regulation Deviation		
		7040200 - ATS license invalid		
	99010158	Events of an Operational Nature (Operational)		
		2250000 - Balloon specific events		

		2010600 - Hard landing 2010700 - Landing beside the intended landing surface 2010800 - Landing – Undershoot 2011000 - Unstabilised Approach 2011400 - Landing – Deep 2011500 - Landing – Fast 2011600 - Unsafe descent 2070200 - Taxiway excursion 2070300 - Apron excursion 2120200 - Incorrect fuel balance 2120300 - Take-off in violation of the minimum equipment requirements 2240000 - Sailplane/glider specific events 5060000 - Cargo Handling and Loading 5040000 - Aerodrome functioning or layout related event 2020400 - Controlled/restricted airspace infringement 2020501 - Clearance deviation - start-up 2020502 - Clearance deviation - push-back 2020503 - Clearance deviation – taxi 2020506 - Clearance deviation - en-route 2020507 - Clearance deviation – oceanic 2020508 - Clearance deviation – approach 2020509 - Clearance deviation – holding 2020510 - Clearance deviation – landing 2020511 - Clearance deviation - runway crossing 2020512 - Clearance deviation - clearance limit 2020514 - Clearance deviation - missed approach 2020515 - Deviation from clearance - low approach 2020516 - Deviation from clearance - touch and go 2020517 - Deviation from clearance - assigned flight		
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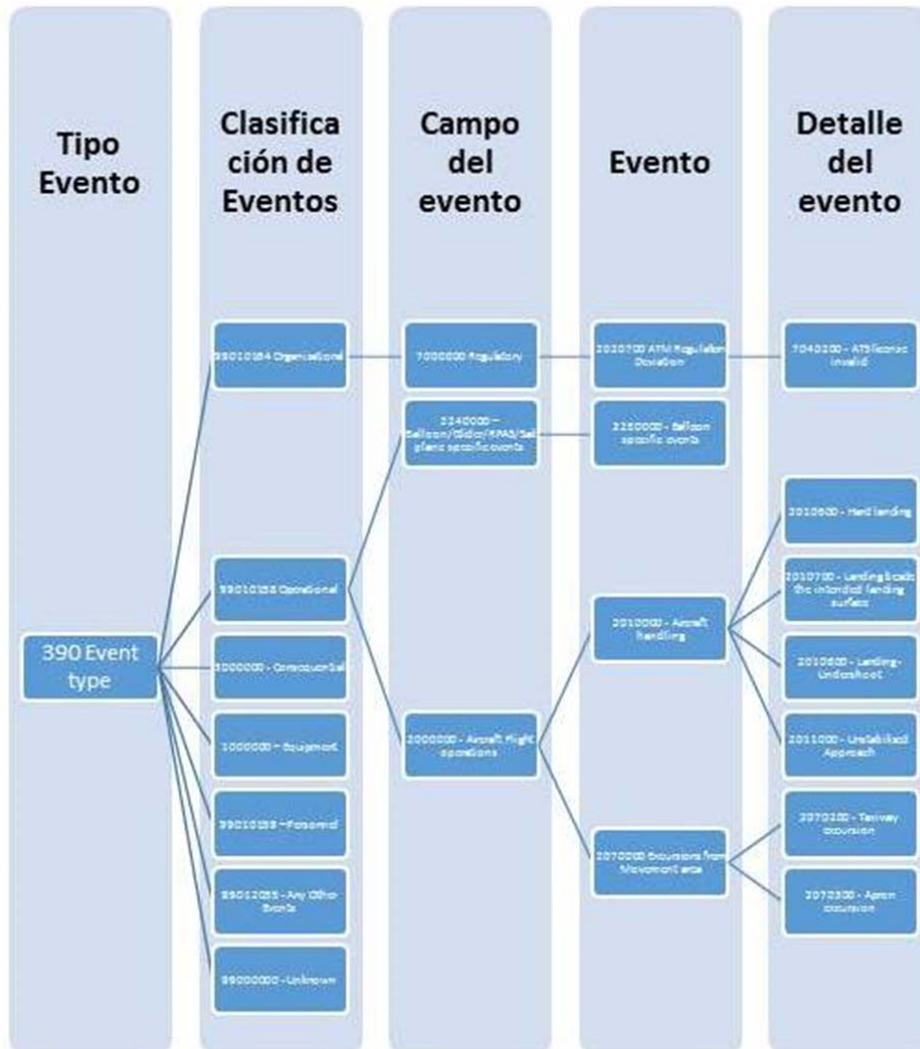
		level/altitude, also known as altitude bust or level bust 2020519 - Deviation from clearance - assigned or specified speed 2020521 - Deviation from clearance - rate of climb/descent restrictions 2020522 - Deviation from clearance - climb/descent conditional clearance 2020523 - Deviation-hold short		
	1000000	ATM/ Aerodrome or Aircraft/system/component related event (Equipment) 5020700 - Winch Launch Equipment - Air and Ground		
	3000000	Consequential events (Consequential) 99010000 - Missing aircraft 2011300 - Wheels down landing on water 3040000 - Rejected landing 3010000 - Precautionary Landing 3150000 - Overweight landing 3090000 - An approach below minima 3070000 - Ditching - forced landing on water 3200000 - Flight delay 3190000 - Flight cancellation		
Revision of crossover between history of flight and event phase	121	Flight phase	Equal to Standing	Warning
	391	Events Phase Level 2: Phase of flight	Does not have any	
	10000	Powered Fixed-wing aircraft 10100 - Standing		
	30000	Sailplane/Glider 30100 - Standing		
	40000	Hang/Para-glider 40100 - Standing		
	50000	Balloon 50100 - Standing		
	990000	Unknown aircraft category 990100 - Standing		
	121	Flight phase	Equal to 3 - Take-off	
	391	Events Phase Level 2: Phase of flight	Does not have any	

	10000	Powered Fixed-wing aircraft 10300 - Take-off			
	30000	Sailplane/Glider 30300 - Take-off.			
	40000	Hang/Para-glider 40300 - Take-off			
	50000	Balloon 50300 - Take-off			
	121	Flight phase	Equal to 2 - Taxi	Warning	
	391	Events Phase Level 2: Phase of flight	Does not have any		
	10000	Powered Fixed-wing aircraft 10200 - Taxi			
	121	Flight phase = 4 - En-route			
	391	Events Phase (no es igual a uno de los sgtes)			
	10000	Powered Fixed-wing aircraft 10400 - En-route			
	30000	Sailplane/Glider 30400 - En-route			
	50000	Balloon 50400 - En-route			
	10000 10400	Powered Fixed-wing aircraft En-route 10402 - Cruise			
	10000 10400	Powered Fixed-wing aircraft En-route 10401 - Climb to cruising level or altitude			
	121	Flight phase	Equal to 5 - Manoeuvring		Warning
	391	Events Phase Level 2: Phase of flight	Does not have any		
	10000	Powered Fixed-wing aircraft 10500 - Manoeuvring			
	990000	Unknown aircraft category 990500 - Manoeuvring			
	40000	Hang/Para-glider 40500 - En-route			
	121	Flight phase	Equal to 6 - Approach	Warning	
	391	Events Phase (no es igual a uno de los sgtes) Level 2: Phase of flight	Does not have any		
	10000	Powered Fixed-wing aircraft 10600 - Approach			
	30000	Sailplane/Glider 30600 - Approach			
	40000	Hang/Para-glider 40600 - Approach			
	50000	Balloon 50600 - Approach			

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	990000	Unknown aircraft category 990600 - Approach		
	121	Flight phase	Equal to 7 - Landing	Warning
	391	Events Phase (no es igual a uno de los sgtes) Level 2: Phase of flight	Does not have any	
	10000	Powered Fixed-wing aircraft 10700 - Landing		
	30000	Sailplane/Glider 30700 - Landing		
	40000	Hang/Para-glider 40700 - Landing		
	50000	Balloon 50700 - Landing		
Responsible entity nonexistent but reporting entity has value	453	Responsible entity	Equal to Not applicable	
	447	Reporting entity Level 1: Other (AIB), Other (ATM), Other (CAA)	Has at least one of	
Propulsion type missing	21	Aircraft make/model/series	Has value	Warning
	232	Aircraft propulsion type	Has no value	
Narrative language missing	425	Narrative text	Has value	Warning
	424	Narrative language	Has no value	
Flight phase of event missing (history of the flight)	21	Aircraft make/model/series	Has value	Warning
	121	Flight phase	Has no value	
Event type missing	390	Event type	Has no value	Error
Operation type missing	214	Operation type (Aircraft)	Has no value	Warning
	637	Schedule type	Has no value	
	638	Air Transport domestic – international (Ops range)	Has no value	
	21	Aircraft make/model/series	Has no value	
Propulsion type missing	21	Aircraft make/model/series	Has no value	Warning
	232	Aircraft propulsion type	Has no value	

3.2.3 Taxonomy examples of how events are organised and their relationship with flight phases and sub-phases



1. “Data Quality” results

4.1 Figure 1 shows the results of “Data Quality” execution.

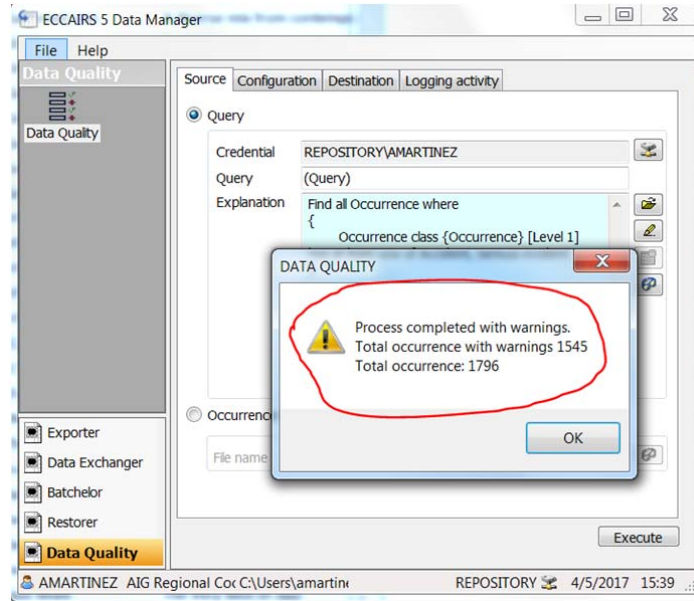


Figure 1

4.2 Figure 2 does not show the list of events to be reviewed, each is referenced to the rule and permits opening the event involved in the review.

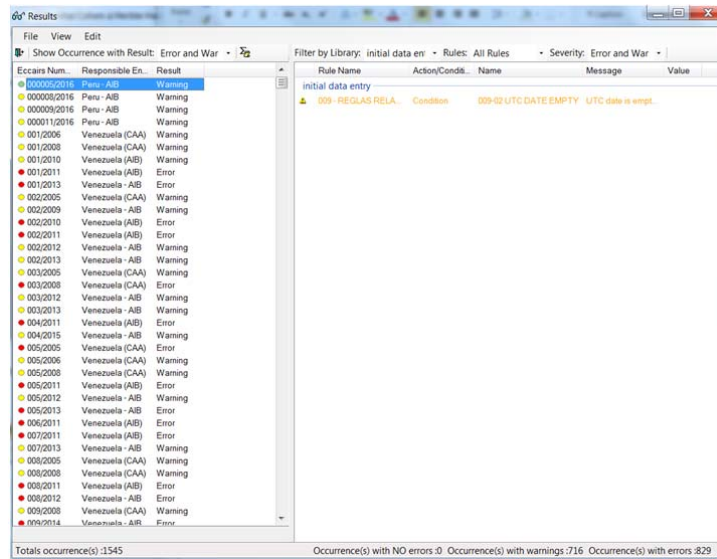


Figure 2

4.3 Figure 3 shows the results of selecting the event to be reviewed.

The screenshot displays the ECCAIRS 5 Browser interface. The main window shows a detailed view of an occurrence report for Peru-AIB, 000005/2016. The report title is "VIOLACION DE INSTRUCCION PILOTO ALUMNO, TRAS 15 EMPALMAMADOS ANTI...". The form includes the following sections:

- Occurrence filing information:** File number (000005/2016), Responsible entity (Peru AIB), Occurrence status (Closed), Occurrence (empty), Detection phase (empty), and Aviation sector (empty).
- Occurrence validation:** Validation status (Yes), Validation date (9/14/2009), and Authority occ. (empty).
- When:** Local date (9/14/2009), Local time (3:35 PM), UTC date (9/14/2009), and UTC time (empty, circled in red).
- Where:** State/area of occ (South America), Location of (Aerodromo Lb Mandy-Chica), Latitude of (12:23:31 S), and Longitude of (76:45:40 W).
- Severity:** Highest damage (Substantial), Damage not to (None), Injury level (Minor), Object damaged (None), and Third party (empty).

At the bottom of the window, a status bar indicates: "Totals occurrence(s) :1545 Occurrence(s) with NO errors:0 Occurrence(s) with warnings:716 Occurrence(s) with errors:829".
