



EASA

European Aviation Safety Agency

Occurrence Reporting in the European Union - Enablers

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European Aviation Safety Agency

Your safety is our mission.

An agency of the European Union





➤ Brief Introduction to the European Union Aviation Safety System and to EASA



European Union and EFTA countries



28 EU states



4 EFTA states





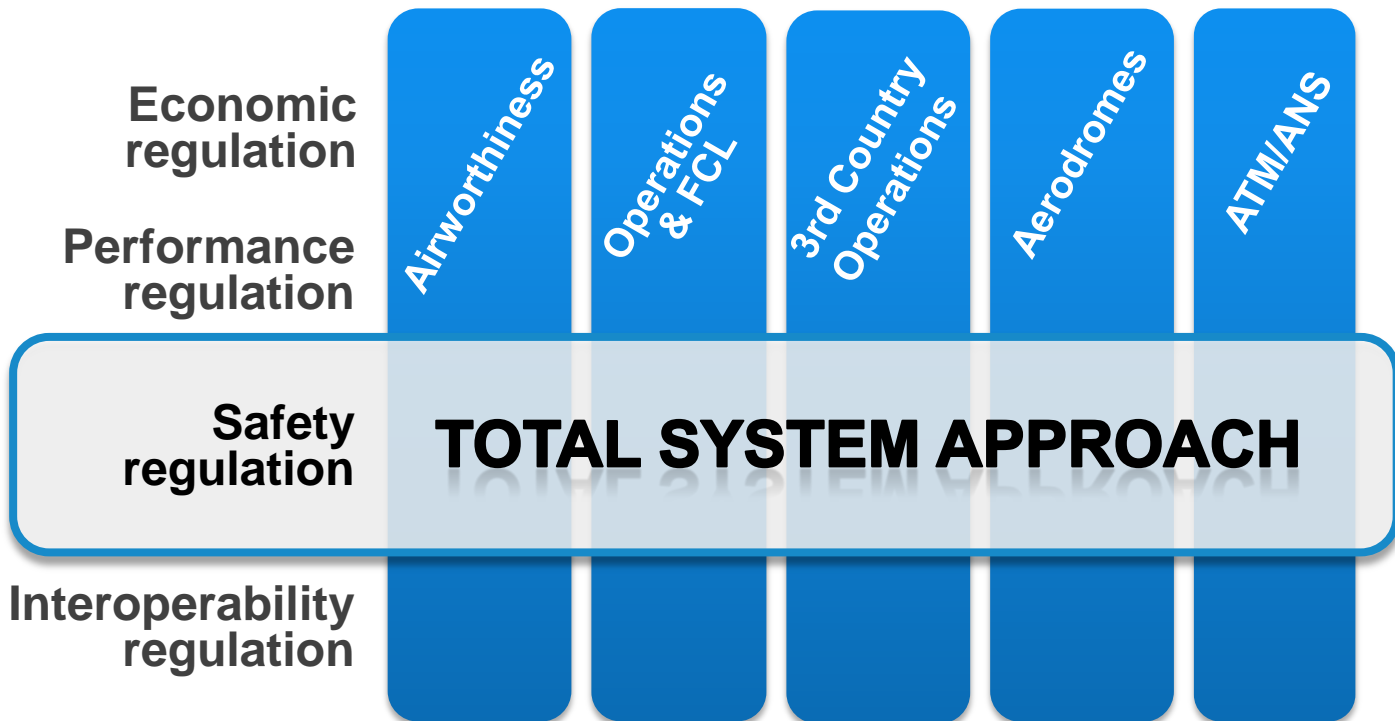
How the European Union works

SUPRANATIONAL

INTERGOVERNMENTAL

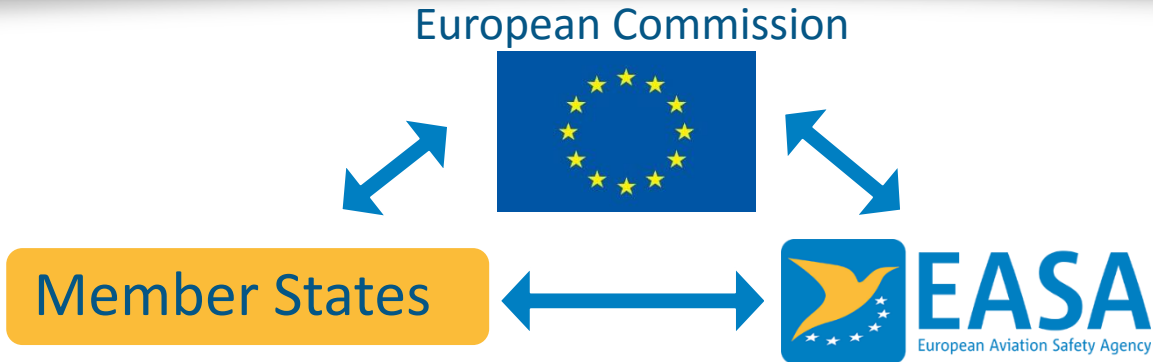


Scope





Partnership with EU Member States



- Implementing EU Legislation
- Oversight of national organisations
 - Production
 - Maintenance
 - OPs/Licencing
 - Training
 - ATM
 - Aerodromes

- Implementing rules
- Standardisation of Member States
- Aircraft and products certification
- Safety of non-EU operations
- Oversight of non-EU organisations
 - *Production*
 - *Maintenance*
 - *Training*
 - *ATM*



Core Activities of EASA



Product Certification



Third Country Operators

Rulemaking



Safety Analysis and Research



Standardisation



European Aviation Safety Programme

Organisation Approvals



International Cooperation



Safety Assessment of Foreign Aircraft



Technical Training



Facts and figures of EASA

Established

2002

10 years+

in operation

800+

aviation experts
& administrators



Headquarters in

Cologne



Office in

Brussels

32 EASA member states
= 28 + 4

EU +

Switzerland, Norway
Iceland, Liechtenstein

Representation office in
Montreal, Washington,
Beijing and Singapore



► Enablers for an Efficient Occurrence Reporting – The European Union System



Starting by the end...

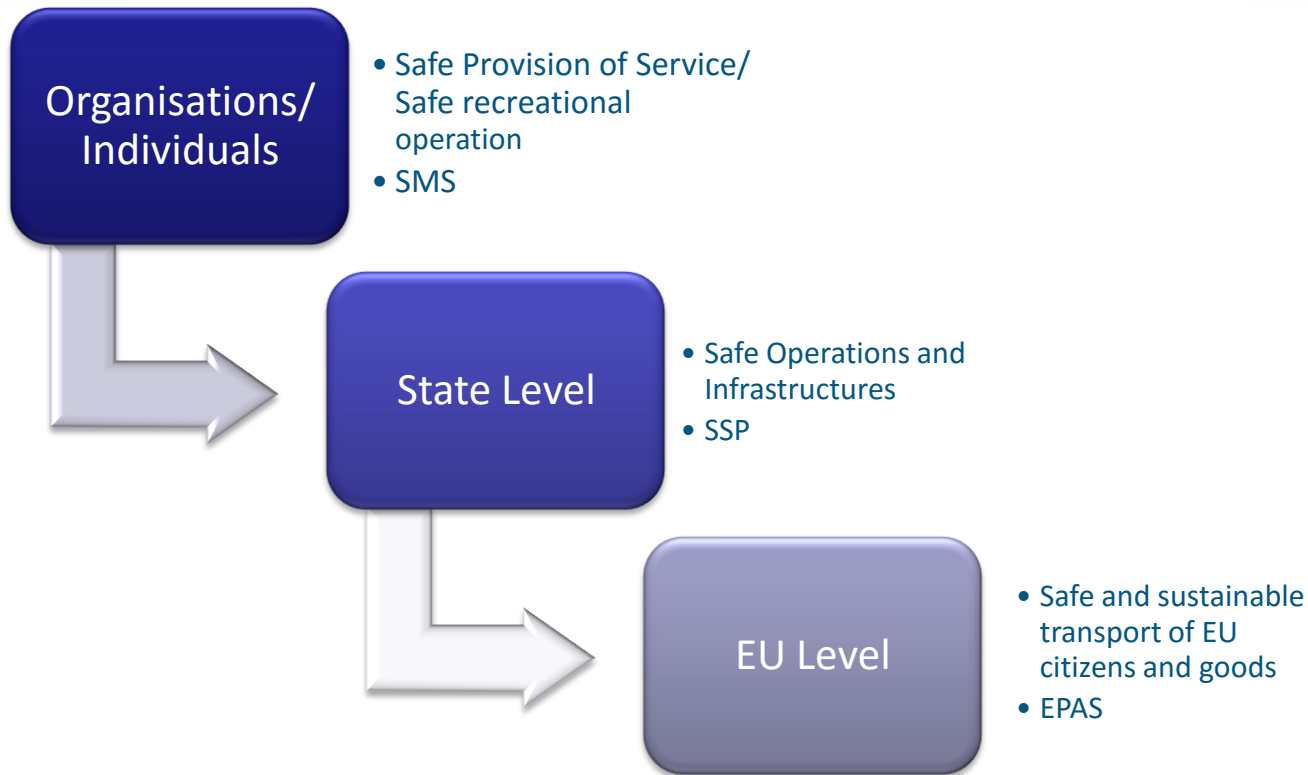
The ultimate goal is to draw the risk picture of the EU Aviation System to act upon

Occurrence reporting is one of the main data sources to build this risk picture





The goal at all levels...





➤ Two steps:

➤ Getting the information – Enablers

- Regulation 376/2014 on Occurrence Reporting

➤ Analysing and acting on the information – Using the information

- EU Risk Management Process



- Getting the information – Enablers
 - Regulation 376/2014 – Reporting in the EU



Enablers for reporting

➤ Enabler:

- Measure to make reporting possible and efficient
- Barrier to stop to known threats on reporting





Main threats to reporting

Misuse of
information

Mistrust

Useless
Effort

Inconclusive
Information

Reprisals

Complexity



Legal measures in the EU System

- Reporting obligation on aviation professionals, organisations, States and EASA
- Requirements for MORS and VORS in organisations, States and EASA – **flexibility for the State on the owner of the M/VORS**
- Obligations on analysis, hazard identification, risk mitigation and assessment of actions for organisations, States and EASA
- Storage of anonymised data, dissemination of de-identified and/or aggregated information only
- Just Culture Policy in organisation, discussed with employees representatives

[Link to the Regulation 376/2014](#)





Legal measures in the EU System

- Strong legal protection on individuals and on reported data (highest Law)
- Restrictions of data/information use
 - Only for safety purposes
 - Impossibility to conduct proceedings
- Appeal Body at National level with reporting to EC in 5 year cycle
- Cooperation with Justice Administration through advance administrative arrangements





Promotion measures in the EU System

- Awareness campaign by European Commission and professional associations (i.e. ECA)
- Publication of Guidance Material for individuals, organisations and States
- High Level Signature of the Just Culture Corporate Declaration – to be transferred to organisations
- Programming of Workshops and Trainings in support to the implementation of R376/2014 (better quality of data)

AVIATION SAFETY REPORTING

Just Culture

- The European Corporate Just Culture Declaration
- Promotion campaign for commercial air transport
- Promotion campaign for sport and leisure aviation
- Applicable legislation
- Guidance Material
- Other initiatives on Just Culture

Expertise | Positions | Actions | Media | About

Passenger Safety First ALWAYS

"The why is more important than the what and the who" – Portray of Renault Bosma pilot and Chairman of ECA Flight Data Working Group

8 December 2015 - 9:30pm

This article was published as part of ECA's #ReportIfLaters campaign, in which we interviewed seven experienced pilot and accident investigation officers as ECA Just Culture Ambassadors about Just Culture, safety & reporting matters in the aviation industry and beyond.

by V. B. 2015

"There was this beer call list; you know the one where you collect money after each stupid thing you do, and then at the end of the month, the guy with the worst record needs to take the team out for a beer. After a while off during my helicopter training, I felt something was wrong, so I returned. It was probably not necessary, but I wasn't sure. So, of course, some colleagues were already drinking me about the beer call, but then the chief pilot deleted my name. He said 'I don't want anyone who turns back for technical reasons to be punished.' This was my first Just Culture moment I encountered, and it was back in 1980."

Related content

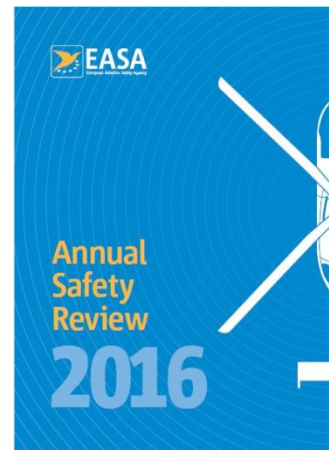
- Special Feature
- Accident Investigation
- Occurrence Reporting Regulation - Background
- Safety aviation needs strong legislation!
- The New Occurrence Reporting in a Nutshell
- Reporting Matters!

Expertise



Promotion measures in the EU System

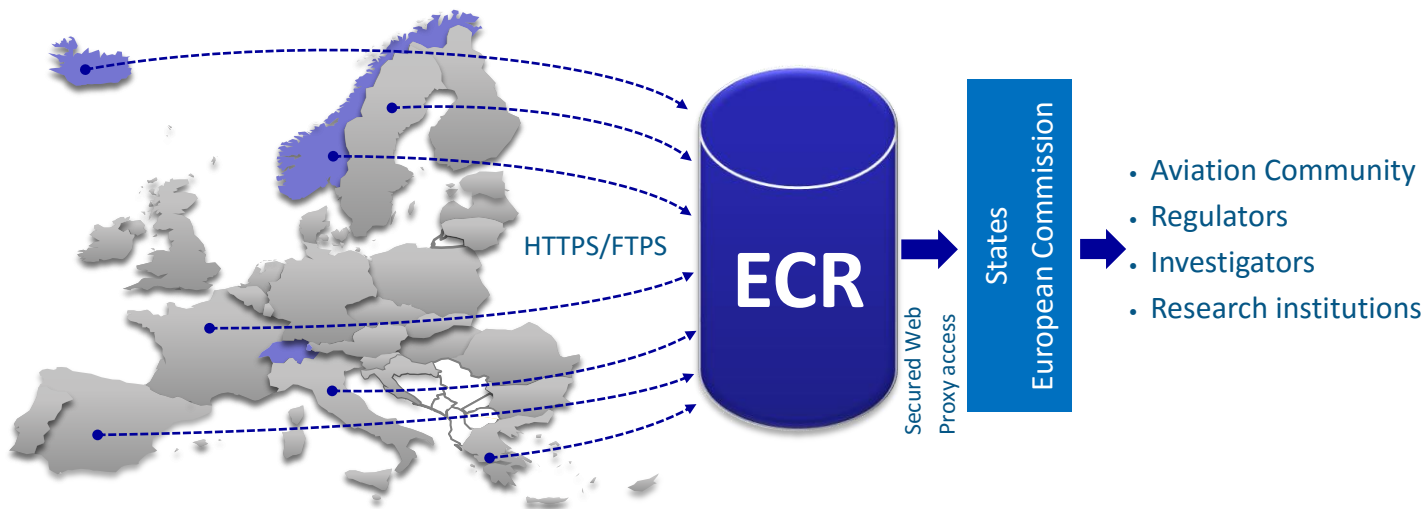
- Establishment of the Network of Aviation Safety Analysts
- Requirement of Feedback Loops in organisations
- Annual publication at national and EU level to inform the public on the level of safety
- Launch of the EU Aviation Reporting Portal as information hub on occurrence reporting and Just Culture
www.aviationreporting.eu





Technology in support to the EU System

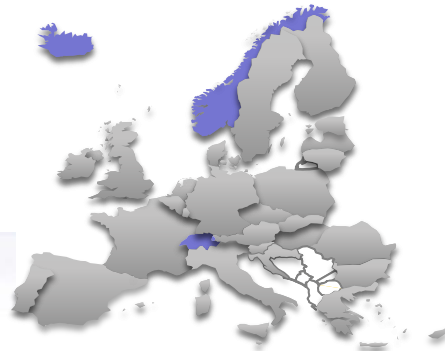
- ▶ European Central Repository containing all occurrences reported to States and EASA with conclusive investigations, actions and their follow-up when required
- ▶ IT secured, encrypted occurrence data bank
- ▶ Controlled access, strict dissemination policy





Technology in support to the EU System

- Simpler standard reports including mandatory fields
- Definition of ECCAIRS/ ADREP compatibility
- EU reporting portal www.aviationreporting.eu



Off-Line Report

The screenshot shows a web form titled 'European Aviation Safety Agency' with a 'Print' button. It contains several sections with red borders, including '1. INFORMATION ON THE REPORT', '2. DETAILS OF THE INCIDENT', and '3. DETAILS OF THE REPORTING ORGANISATION'. The form is designed for detailed data entry.

Online Report

The screenshot shows a web form titled 'Report Form Pilot or operator (RSC)'. It has a clean, modern design with a sidebar menu on the left and a main form area. The form includes fields for 'Incident type', 'Date and time', 'Location', and 'Description of the incident'.

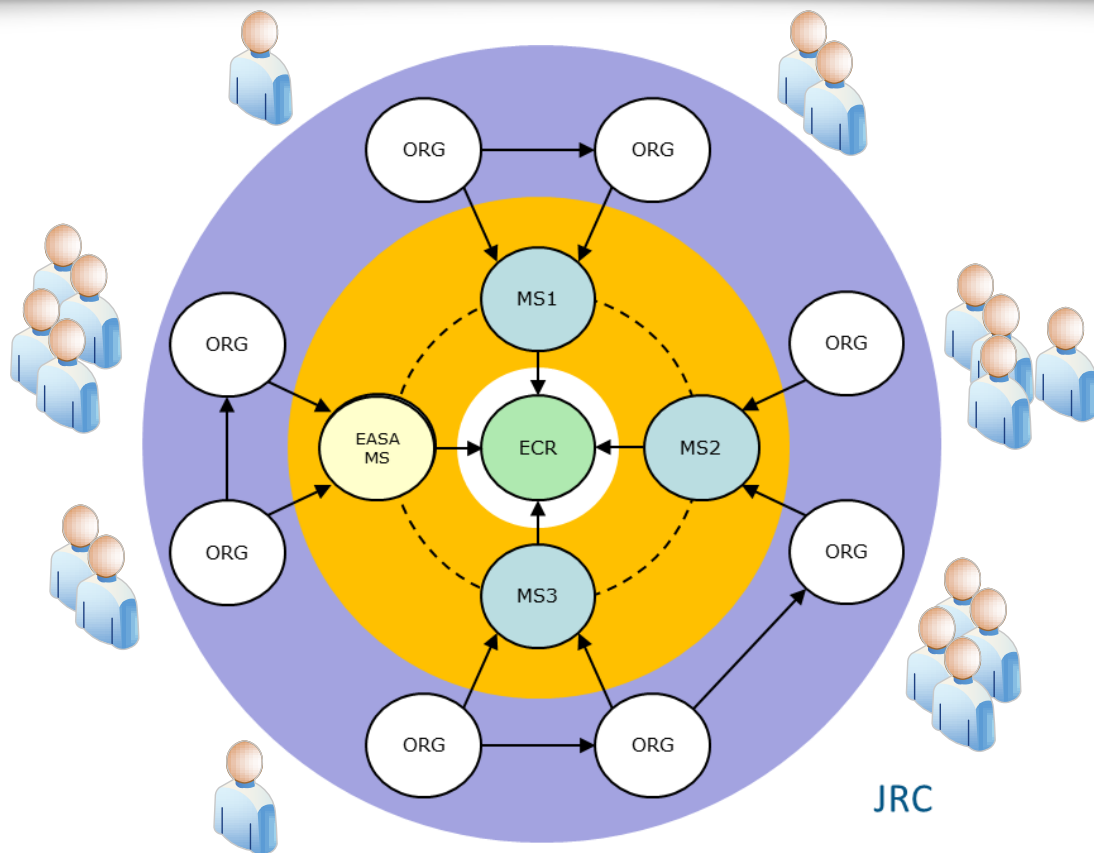


Data Transfer File (E5X)





Topology



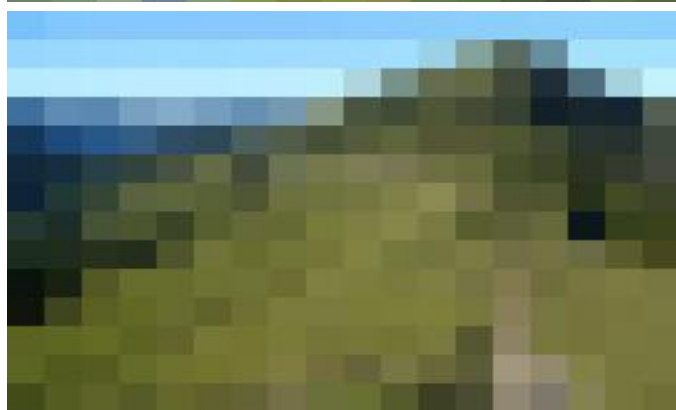


Highlights

- Occurrence reporting in the EU is considered as a key element to support the European Risk Management Process
- The EU Legal Framework provides strong legal protections to reporters and to the information conveyed in the report
- Regulation is not enough, technological measures and a huge effort in safety promotion is needed
- The active implication and collaboration of all stakeholders is the success factor to implement an efficient reporting system



Remember the ultimate goal...



 ... to make an informed decision on our next holidays destination!





EASA
European Aviation Safety Agency

Thank you!

Questions?

Your safety is our mission.

An agency of the European Union 



Acronyms

| Acronym | Definition | Acronym | Definition |
|---------|--|---------|------------------------------|
| EPAS | European Plan for Aviation Safety | RMP | Rulemaking Programme |
| SRMP | Safety Risk Management Process | CAW | Continuing Airworthiness |
| NoA | Network of Analysts | BA | Business Aviation |
| IR | Implementing Rules | LoC-I | Loss of control in flight |
| ECCAIRS | European Coordinated Center for Aviation Incident Reporting System | CRM | Crew Resource Management |
| ADREP | ICAO Accident Reporting | SIB | Safety Information Bulletin |
| ECR | European Central Repository | KPI | Key Performance Indicator |
| CAT FW | Commercial Air Transport with Fixed Wing aircraft | CAG | Collaborative Analysis Group |
| SSP | State Safety Programme | ILS | Instrumental Landing Sys. |