

Interfaces with Authorities and others

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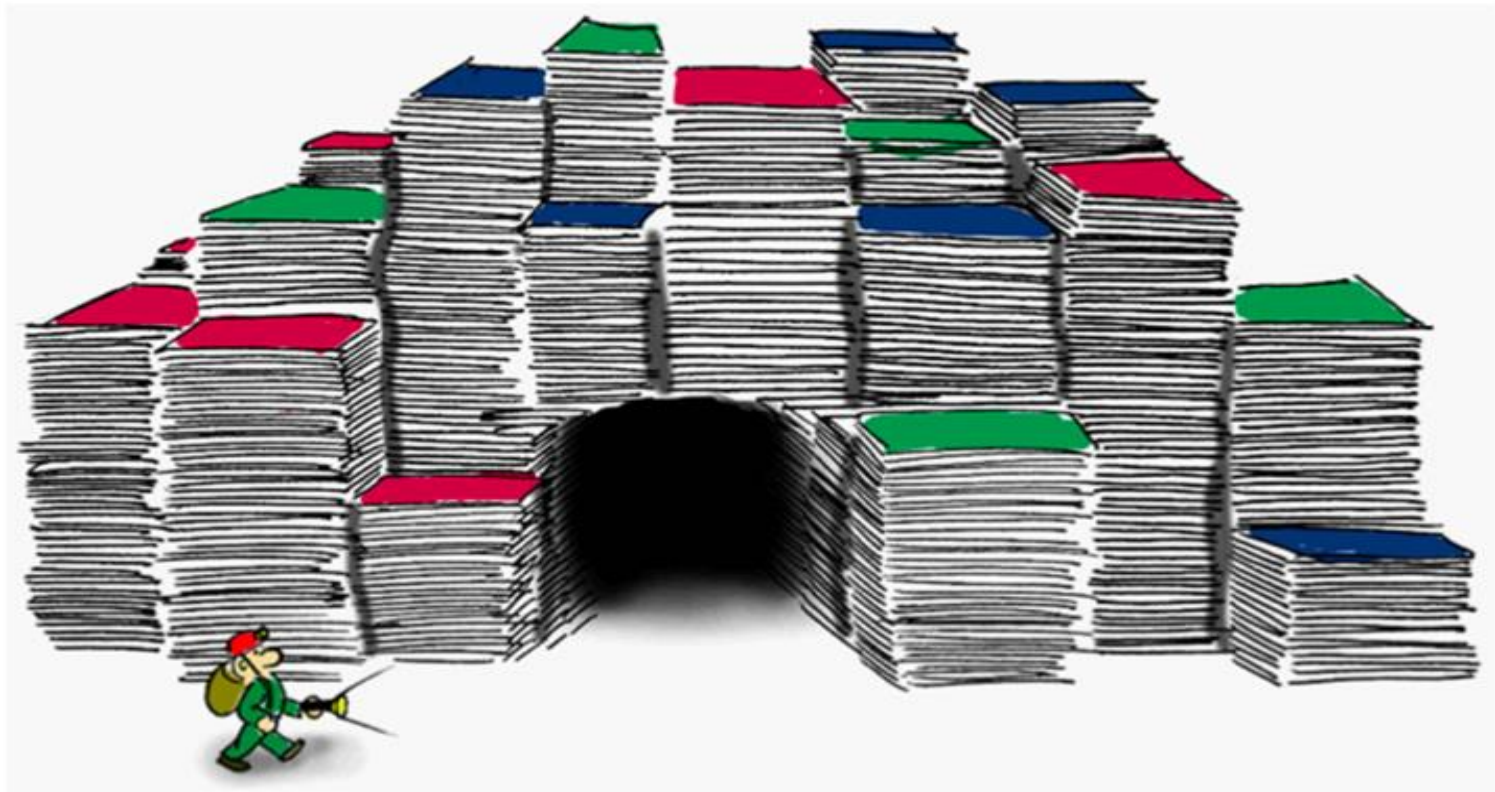
ICASS Meeting 2015 Cologne, 20/10/2015

Interfaces with Authorities and others

- Avoiding the “Blackhole” situation
- Feedback to reporter/community
- Organisation agreements

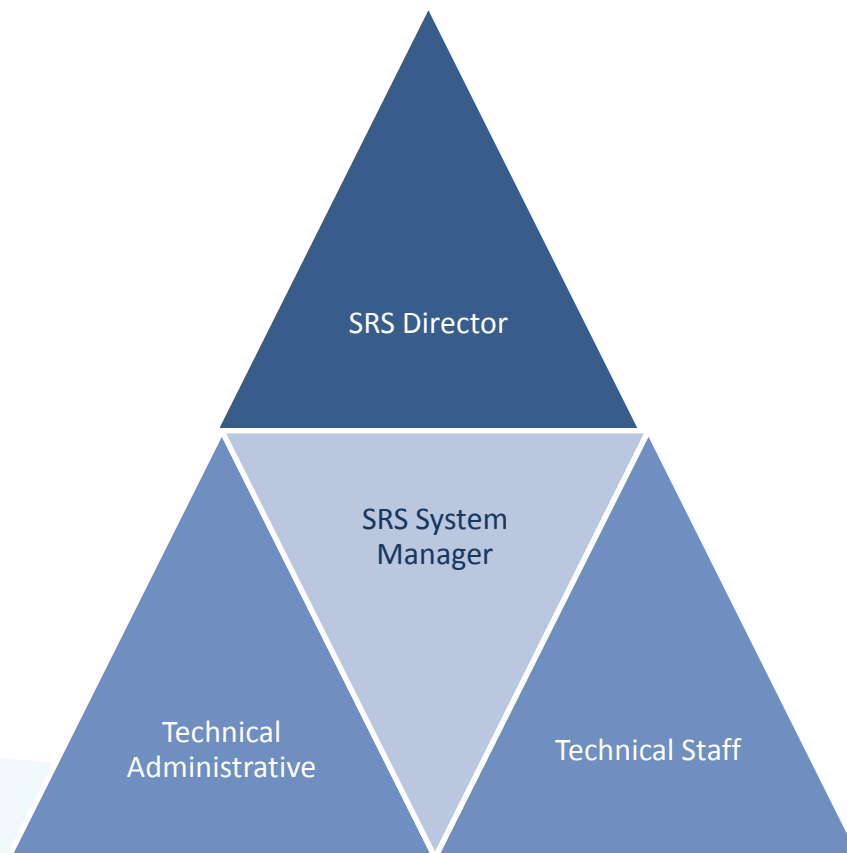
Avoiding the “Blackhole” situation

Now we have data!



SRS Organización

System Operations starts March 2010



SRS ORGANISATION

Technical Staff

- 8 Pilots
- 3 Air Traffic Controllers
- 1 Flight Dispatchers

Administrative Staff

- 2 administrative
- 1 Legal advisor

All team member have to sign a non-disclosure agreement protocol

SRS -Feedback to reporter/community

➤ Promoting a Safety & Reporting Culture:

- General aviation
- Executive / Corporate Aviation
- HEMS Helicopter / SAR
- Aerial Work
- Commercial Aviation ATPL
- Flight Training Centers / Schools
- ATM Controllers

➤ Promoting a Reporting Culture by:

- Dissemination of safety seminars
- Sharing Safety Information
- Educational programs
- Building Trust

SRS Partnerships Organisation agreements

- SNS (National Reporting System)
 - SNS provided education and training on occurrence reporting
 - Provides ECCAIRS tool (Taxonomy)
- AESA (Agencia Española para la Seguridad Aérea)
 - Collaboration protocol, Safety Seminars.
- ENAIRE (AENA)-COPAC-APROCTA-ASETMA:
 - Seminars, training
 - Using logos in communication and campaigns (Posters and information leaflets)
- AIRLINES
- Sharing des-identified information on specifics gaps
- Member of ICASS: International Confidential Aviation Safety System Group.

Example 1



Example 1



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Example 1

Alert Bulletin 1/2011



Example 1

Alert Bulletin 1/2011



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SRS Example 2

✈ Laser Attacks 2010/2011

- ✈ Laser Attacks reports increase
- ✈ SRS open a research after a meeting with the AESA SEC Department
- ✈ From 0 reports classified in 2010 we found this year 109 reports by a narrative research inside the SNS central repository
- ✈ AESA create a working group to mitigate the problem
- ✈ 2011 new laser protocol developed, 2014 new regulation in force to punish the use of laser against aviation safety.

SRS Example 3

✈ Fatigue reports 2013/2015

- ✈ Fatigue reports increase during 2013 / 2014
- ✈ SRS ask for a research after a meeting with the AESA Safety Department
- ✈ No classified reports founded inside the SNS central repository
- ✈ After a narrative research fatigue events show up, SNS fix the problem.
- ✈ 2015 AESA will create a WG on fatigue with the participation of the Stakeholders,(airlines and professionals.)

SRS Example 3

✈ Fatigue reports 2013/2015

- ✈ Fatigue reports increase during 2013 / 2014
- ✈ SRS team identified a number of fatigue reports relationship with one particular Airline X and two particular roasters.
- ✈ SRS ask for a meeting with the Airline X Safety Manager to share the de-identified information
- ✈ SMS department Airline X took action and modified the fatigue risk identified roasters.



Por la seguridad ...de todos

Muchas gracias
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