

Introduction to Occurrence Reporting

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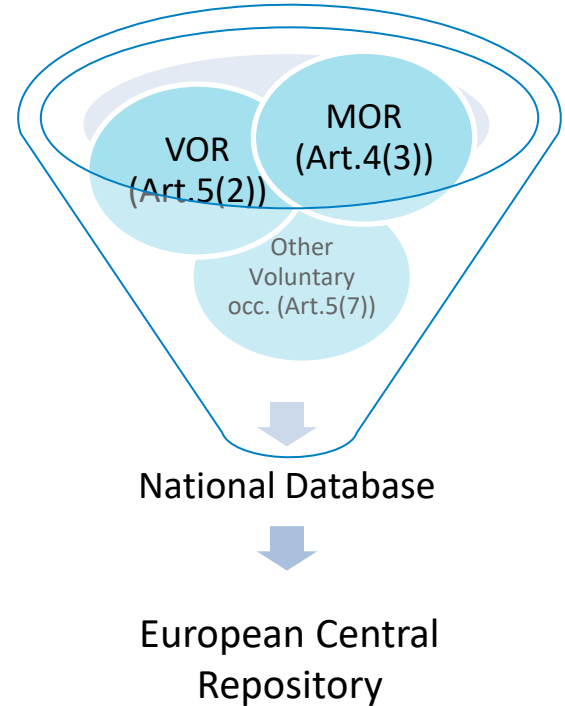
Aviation Safety Risk Manager, EASA

16 06 2026

Your safety is our mission.

What are occurrences?

- ‘any safety-related event which endangers or which, if not corrected or addressed, could endanger an aircraft, its occupants or any other person and includes in particular an accident or serious incident’.
- Occurrences = accidents + serious incidents + incidents + hazards
- Mandatory (MOR): occurrences which represent a significant risk to aviation safety are the mandatorily reportable occurrences (MOR). Annexed to Regulation 2015/2018.
- Voluntary (VOR): other safety-related information which is perceived by the reporter as an actual or potential hazard to aviation safety.



EU Occurrence Reporting Regulatory Framework (1)



Safety
Investigation
Authorities

National
Aviation
Authorities

- [Regulation \(EC\) No 996/2010](#) on the investigation and prevention of accidents and serious incidents
 - SIAs shall investigate accidents and serious incidents in civil aviation. (few exceptions e.g. UL and UAS).
 - SIA shall notify ICAO, EASA, the EC and countries concerned of all accidents and serious incidents of which it has been notified.
 - SIA shall solicit comments from the NAAs concerned before publication of the final report, including EASA.
 - SIA reports to EASA and NAAs relevant factual information obtained during the safety investigation.
 - Protection of sensitive information - lists records which should not be made available to public, including draft report.
- [Regulation \(EU\) 376/2014](#) on the reporting, analysis and follow-up of occurrences in civil aviation
 - Applicable to aviation professionals, organizations and MSs.
 - Sets up the EU reporting framework with standards for reporting, collecting, storing, processing, protecting and disseminating the relevant safety information.
 - Considered the „Basic Regulation“ for Occurrence reporting

EU Occurrence Reporting Regulatory Framework (3)

ICAO Annex 19

ICAO Annex 13

Reg. (EU)
2018/1139 EASA
Basic Regulation

Reg. (EU) 376/2014 Occurrence reporting

CIR (EU) 2015/1018 List of
Reportable Occurrences

CDR (EU) 2020/2034 and CIR (EU)
2021/2082 as regards ERCS

Reg. (EU) 996/2010
Accident and Incident
Investigation

Reg. (EU)
748/2012

- Design Organisation
- Production Organisation

Reg. (EU)
1321/2014

- Maintenance
- Continuing Airworthiness Management Organisation

Reg. (EU)
2017/373

- Air Navigation Service Providers
- DAT Providers

Reg. (EU)
965/2012

- Air Operators

Reg. (EU)
1178/2011

- Pilot Training Organisations

Reg. (EU)
452/2014

- Third Country Operators (TCO)

Reg. (EU)
139/2014

- Aerodrome Operators
- Apron Management Services

Reg. (EU)
2025/20

- Ground Handling Service Providers (March 2028)

AMC 20 – 8A

Just culture principles:

It is defined and implemented mainly in Article 2 (definition) and Article 16 (protection of information sources)

- **Scope:** no punishment for honest mistakes and human errors; yet accountability for gross negligence intentional acts.
- **Protection of reporters:** No sanctions except in severe misconducts cases
- **Protection of data:** Confidentiality of data and safety-only use of data.
- **Organizational culture:** internal Just culture rules with staff involvement.
- **Learning and feedback:** analysis and safety improvement.
- **Oversight mechanism:** Independent national “just culture” bodies.
- **Implementation:** MSs implement and make “Just culture” a lived reality.
- **Balance:** safety learning versus accountability.

Which professions must report (MOR) : Art. 4(6) of Reg. (EU) 376/2014

- a) the pilot in command or (if not possible) any other crew member next in the chain of command.
- b) a person engaged in designing, manufacturing, continuous airworthiness monitoring, maintaining or modifying an aircraft, or any equipment or part thereof, under the oversight of a Member State or of the Agency;
- c) a person who signs an airworthiness review certificate, or a release to service in respect of an aircraft or any equipment or part thereof, under the oversight of a Member State or of the Agency;
- d) authorised staff member of an ATS provider with responsibilities for air navigation services or a flight information service officer;
- e) a person performing safety management of an airport to which Regulation (EC) No 1008/2008 applies;
- f) a person who performs a function connected with the installation, modification, maintenance, repair, overhaul, flight-checking or inspection of air navigation facilities for which a Member State ensures the oversight;
- g) a person who performs a function connected with the ground handling of aircraft, including fueling, load sheet preparation, loading, de-icing and towing at an airport covered by Regulation (EC) No 1008/2008.

What must be reported (MOR): annexes to Reg 2015/1018

- ANNEX I — OCCURRENCES RELATED TO THE OPERATION OF THE AIRCRAFT
- ANNEX II — OCCURRENCES RELATED TO TECHNICAL CONDITIONS, MAINTENANCE AND REPAIR OF THE AIRCRAFT
- ANNEX III — OCCURRENCES RELATED TO AIR NAVIGATION SERVICES AND FACILITIES
- ANNEX IV — OCCURRENCES RELATED TO AERODROMES AND GROUND SERVICES
- ANNEX V— OCCURRENCES RELATED TO AIRCRAFT OTHER THAN COMPLEX MOTOR-POWERED AIRCRAFT, INCLUDING SAILPLANES AND LIGHTER-THAN-AIR VEHICLES
- (soon) ANNEX VI— OCCURRENCES RELATED TO THE OPERATION OF THE UNMANNED AIRCRAFT
- Also: AMC 20-8 Occurrence Reporting (certain organizations)



Report an Occurrence

Help play your part in making flying safer. Report your occurrence to your competent National Aviation Authority here.

What is ECCAIRS 2?

ECCAIRS 2 is a digital platform established to assist aviation stakeholders in collecting, sharing, and analyzing their safety aviation information. ECCAIRS stands for the European Coordination Centre for Accident and Incident Reporting Systems.


Why reporting is important?

Safety Reporting plays an essential role in accident prevention enabling the identification of appropriate remedial actions through the prompt analysis of safety data.


ECCAIRS Updates



Aviation News



Report an ECCAIRS Problem



Safety Recommendations

Access all published Safety Recommendations

What does EASA do with Occurrences?

Sarah PORALLA

Aviation Safety Risk Manager, EASA

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Your safety is our mission.

Regulation (EC) No 2018/ 1139

ARTICLE 6 – EUROPEAN PLAN FOR AVIATION SAFETY

Regulation (EU) 2018/1139

EPAS shall identify main safety risks and set out the necessary actions to mitigate those risks

EASA in close cooperation with MS and relevant stakeholders to document these risks in safety risk portfolio and monitor implementation of mitigating actions and set SPIs.

1. The Agency, in close collaboration with Member States and relevant stakeholders as provided for in the second subparagraph of [Article 5\(2\)](#), shall develop, adopt, publish, and subsequently update at least on a yearly basis a European Plan for Aviation Safety. Based on the assessment of relevant safety information, the European Plan for Aviation Safety shall identify the main safety risks affecting the European aviation safety system and set out the necessary actions to mitigate those risks.
2. The Agency, in close collaboration with Member States and relevant stakeholders as provided for in the second subparagraph of [Article 5\(2\)](#), shall document in a dedicated safety risk portfolio the safety risks referred to in paragraph 1 of this Article and monitor the implementation of related mitigation actions by the parties concerned, including, where appropriate, by setting safety performance indicators.
3. The European Plan for Aviation Safety shall specify, taking into account the objectives set out in [Article 1](#), the level of safety performance in the Union. The Commission, the Agency and the Member States shall jointly aim to achieve that level of safety performance.

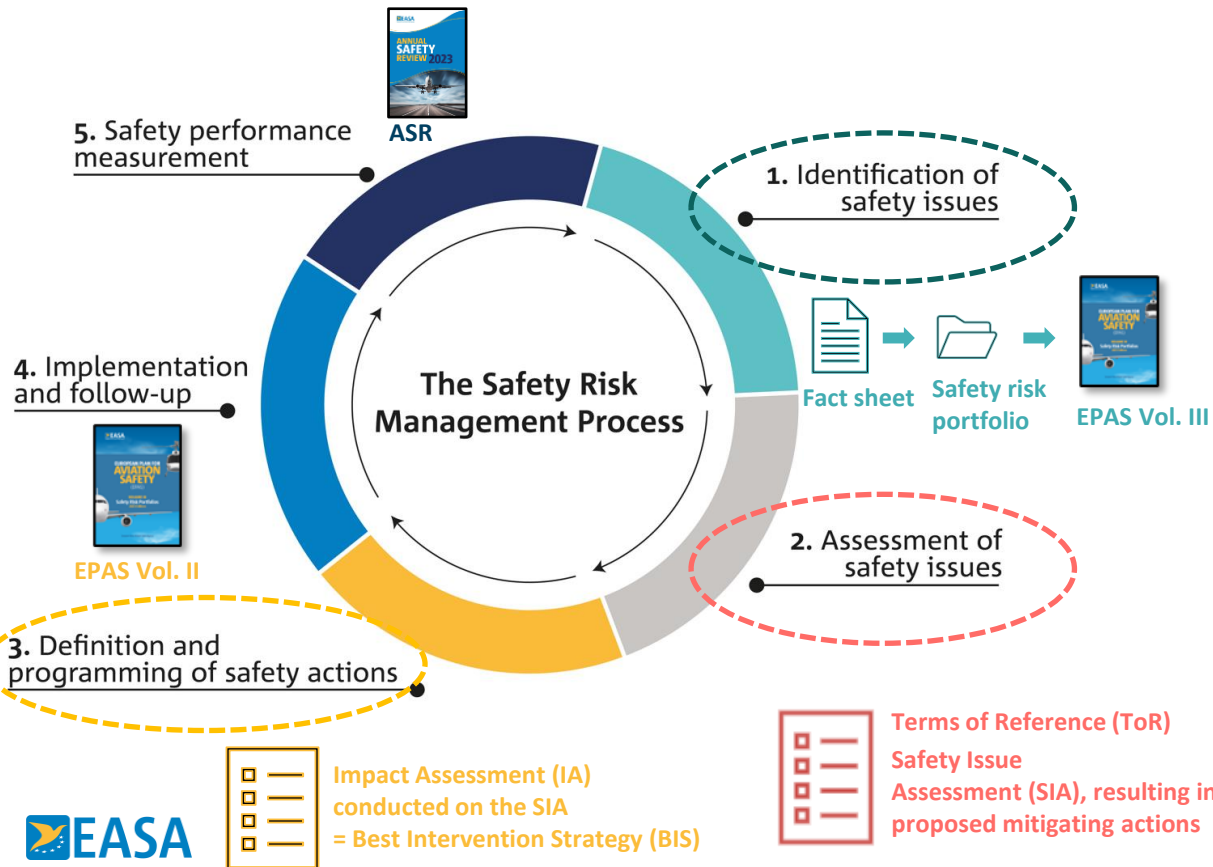
For MS to set up SPAS and consider the EPAS in their national context

ARTICLE 8 – STATE PLAN FOR AVIATION SAFETY

Regulation (EU) 2018/1139

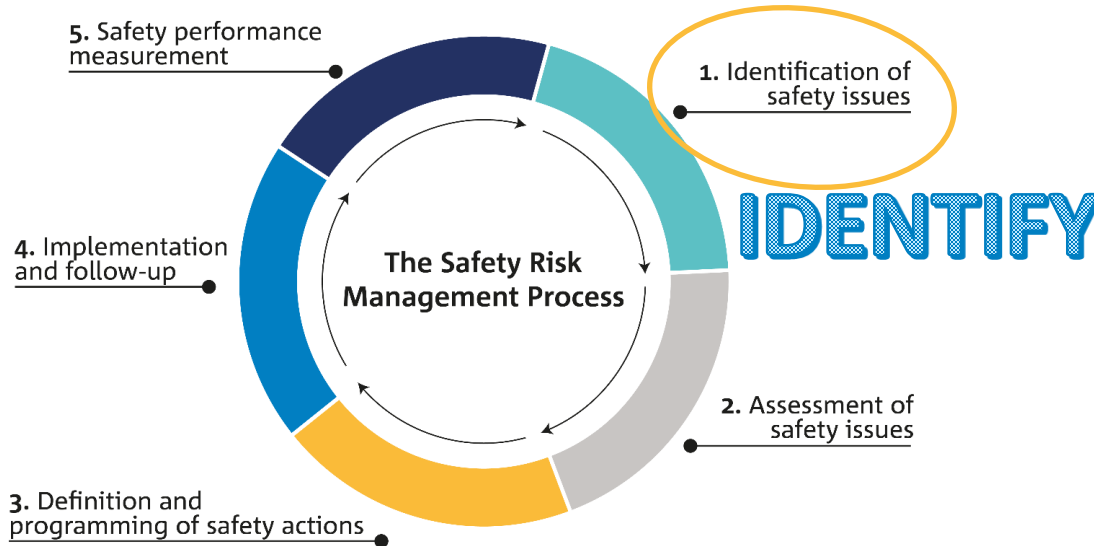
1. The State Safety Programme shall include or be accompanied by a State Plan for Aviation Safety. Based on the assessment of relevant safety information, each Member State, in consultation with relevant stakeholders, shall identify in that plan the main safety risks affecting its national civil aviation safety system and shall set out the necessary actions to mitigate those risks.
2. The State Plan for Aviation Safety shall include the risks and actions identified in the European Plan for Aviation Safety that are relevant for the Member State concerned. The Member State shall inform the Agency of the risks and actions identified in the European Plan for Aviation Safety that it considers not to be relevant for its national aviation safety system and the reasons thereof.

EU SRM process overview



- Steps 1 and 2 are performed with EASA (CT/FS/SM) experts and our **safety analysis groups**
- Associated deliverables are the **safety risk portfolios** and **safety issue assessments**
- Providing direct inputs to **EPAS vol. III** with the prioritized list of **safety issues** per domain
- Proposing **mitigating actions** for the priority safety issues to the **best intervention strategy**, indirect inputs to **EPAS vol. II**;
- Safety actions in **Step 3** is consulted with our Advisory Bodies; final decision by EASA and endorsed by MB

SRM step 1 – Identification of safety issues



Goal:

Identification of safety issues from occurrence data, other safety information, brought to EASA's attention by safety experts, or partners from national aviation authorities and the aviation industry stakeholders.

Outputs:

Safety risk portfolios: a prioritized list of safety issues (using the Safety Issue Prioritization (SIPI) methodology)

Sources of safety intelligence

→ Including but not limited to:

- European and global safety databases (European Central Repository, ECR),
- Safety Recommendations Information System (SRIS),
- Safety Data Management (SDM) database, aviation safety network, Cirium, etc.),
- Network of aviation safety analysts, NoA,
- EASA technical and Member States advisory bodies,
- Data4Safety program (e.g. directed studies),
- Intelligence derived from the EASA operational departments engaged in organisation oversight where EASA is the competent authority.

- Intelligence derived from the EASA operational departments engaged in EASA standardisation of the EASA Member States,
- Intelligence received from foreign authorities (e.g., EASA bilateral partners) or international industry associations (e.g., International Air Transport Association, IATA),
- Confidential safety reporting (CRS or “whistleblowing”),
- Candidate issue identification form from the EASA Pro internet website.

Safety issue

Safety issues are defined as **safety deficiencies** related to one or more hazards at the level of the **European aviation safety system**. They may be or contribute to the manifestation of a hazard or a combination of several hazards in a specific context. They can be assessed in terms of risk and practically managed (mitigated).

The definition of the safety issue should be driven by its ability to be mitigated at the level of the aviation system, the goal of the safety risk management process being to propose mitigating actions/ risk controls, so that the risk is reduced as low as reasonably practicable within an acceptable timeframe.

The granularity of the safety issue should not be too narrow, in that it would then be controlled by selective and reactive operational mitigating controls, such as Airworthiness Directives or Safety Directives. It should also not be too broad, rendering its mitigation unfeasible in an acceptable timeframe.

*A candidate safety issue to be qualified for the EU SRM should adversely affect or may adversely **affect the safety at the level of the European Union aviation system** as defined by the EASA basic regulation (ref. Article 2 - Scope and Article 6 - European Plan for Aviation Safety) **AND affects more than one product type, infrastructure, organizations, CAA or EASA Member State.***

Current examples:

- Inappropriate flight control inputs (CAT A)
- Increased presence of wildlife on aerodromes during COVID (CONJ)
- Inadequate management of repetitive defects (AW)
- Inadequate obstacle clearance during low-altitude operation, take-off and landing (ROT)

Identifying Safety Issues (based on Step 1 described in WI.SRMA.00007-002)

Risk assessment and mitigation: Should be assessable and lead to concrete mitigations.

Hazard: should focus on uncontrolled or inadequately controlled hazards, rather than describe broad hazards (e.g. environmental condition, Low. Viz.).

Phase of flight/process: should target specific weaknesses and shortcomings of a flight phase or process that the Agency can address.

Occurrence \neq SI: A single occurrence should not necessarily lead to a new safety issue; not all single occurrences need to be mapped to existing safety issues

EU Safety Issue (SI)

Type of operation & aircraft category: should be scoped by the type of operation and aircraft category (CAT, GA, rotorcraft, etc.)."

Granularity: should go beyond just targeting an occurrence category or an event type from the ADREP taxonomy, unless otherwise justified

Not an indicator: should be distinct from indicators used to monitor operations or failure conditions (unstable approaches, not go-around).

Non-hypothetical: should focus on current conditions and avoid issues for which conditions do not yet exist (e.g. collision with space debris for non-existent high alt flights.

EU Safety issues makes up the master portfolio in EPAS Vol 3.:

Tactical
1-3 years cycle

Top Safety Topics (TST)

Safety goals

Safety issues

Safety risk portfolio Vol 3

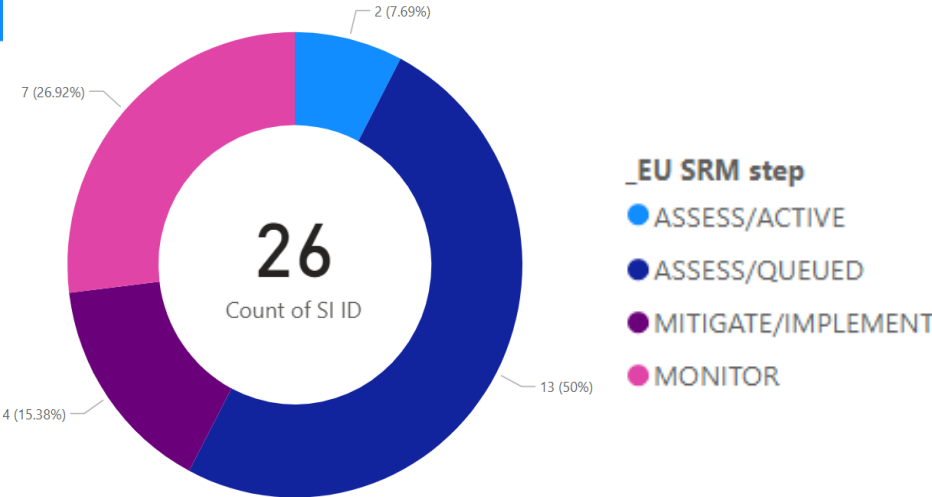
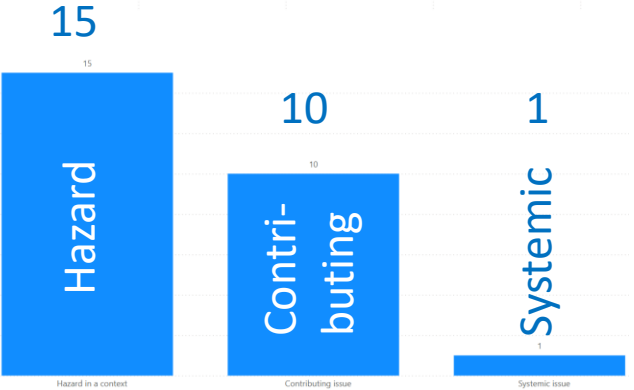
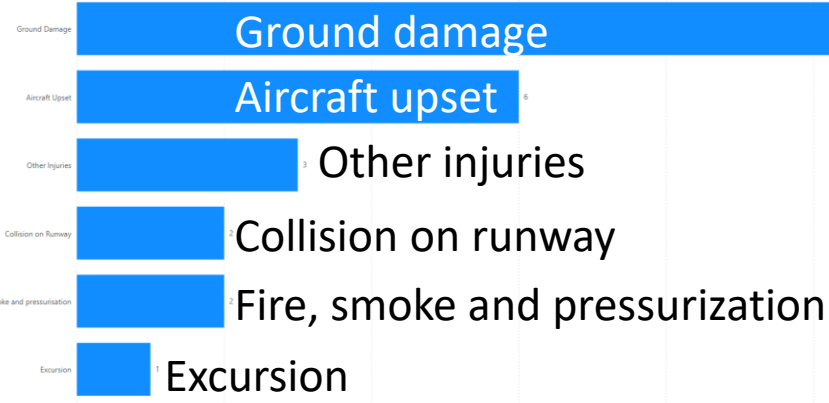
Mitigation actions Vol 2

Safety information sources

Safety performance



Current ADR-GH safety issues*: Number, stage, KRA and nature:



*Most Safety issues were developed before 2021. Before clear SI Work instructions and GH rules

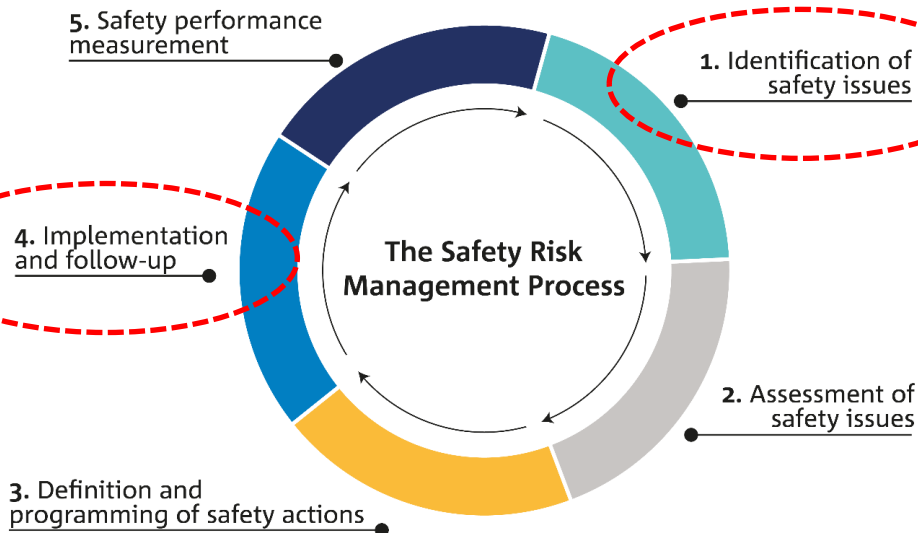
Review of ADR-GH portfolio: cleaning and rules matching:

New Work Instructions (WI):

In 2025 the Safety Analysis team SM1.1 developed refined criteria for safety issues of EU relevance. This means that all Safety issues must be subjected to these criteria and met them. If not they must be removed put back to back to candidate issue or refined).

Matching with new rules for GH safety:

The GH safety issues in ASSESS, if meeting the relevance criteria, will move to stage 4 of the SRM cycle IMPLEMENT. If not, but important, may also be redefined to be kept in implement or monitor (e.g. DG).



[For more see chapter 11 of EPAS 2026 vol. III \(p.73\)](#)

**Thank you for attention,
Any questions?**

Keep safe, and see you soon in Cologne !



easa.europa.eu/connect



Your safety is our mission.

An Agency of the European Union 