

1	<p><b>Remark:</b> It has been noticed that since the introduction of Regulation EU 376/2014 and the existence of a reporting portal (<a href="http://www.aviationreporting.eu">www.aviationreporting.eu</a>), some operators are more prone to reporting to the Authorities and therefore fail in their obligation to report to Type Certificate Holders, which are therefore encountering difficulties to investigate issues they are not aware of.</p>	
	<p>EASA: The reporting portal is just a tool to facilitate the reporting from the different stakeholders to the Competent Authorities, to which reports are directly transferred. Regulation 376/2014 does not change any requirements in terms of the reporting obligations between organisations. Operators still have to report to the relevant Type Certificate Holders.</p> <p>Additionally EASA has not noticed any significant change in the number of reports received since the introduction of the reporting portal. It is worth to mention also that EASA, as a standard practice, upon receipt of an occurrence reporting form any party other than the product's Type Certificate Holder, always checks if the Type Certificate Holder has been advised about the occurrence by the reporter (see dedicated "Parties Informed" field in the reporting form), and in case there's no evidence of this, always advises the reporter to inform it.</p> <p>As a follow-up, EASA will investigate this issue and communicate on its findings with affected organisations to make sure that reporting obligations between organisations are well understood.</p>	<p>ACTION EASA to query the ECR and explore if occurrences are not properly reported.</p>
2	<p><b>Remark:</b> it is suggested to implement a feature allowing the Type Certificate Holder to be "automatically" informed as a report is submitted concerning any of its products, through the portal</p>	
	<p>The Reporting portal serves merely as a "gateway" to submit reports/information. The system has not been designed for such purpose. However, EASA will investigate the feasibility of improving the feedback to reporters taking into account existing systems and possible evolutions.</p>	<p>ACTION EASA/EC/JRC to review options for EU reporting portal evolution in the frame of ECCAIRS Steering Board.</p>
3	<p><b>Question:</b> how can a reported occurrence follow-up be submitted to EASA?</p>	
	<p>EASA: In case of online initial reporting, upon submission of the initial report the reporter receives from the system an automated receipt confirmation, containing in the attachment an .e5y file.</p> <p>This .e5y file can be uploaded in the Aviation Reporting portal and the occurrence report can be updated and modified online for follow-ups. The system automatically detects that the uploaded file concerns a follow-up to an already submitted occurrence and provides it as such to EASA.</p> <p>In case of offline reporting, the reporter has to retain (save on his hard drive) the pdf originally downloaded from the site and filled in as per the initial reporting. This file can subsequently be modified with the follow-up information and uploaded through the Aviation Reporting portal. The system automatically detects that the uploaded file concerns a follow-up to an already submitted occurrence and provides it as such to EASA.</p>	

	In case of reporting directly in electronic e5X format, the reporter can directly generate updated files.	
4	<b>Question:</b> How can I submit reports containing blank values for any for the mandatory attributes which have to be provided as per 376/2014, but which information is not available to the reporter?	
	<p>EASA: The general guidance “Information to facilitate the implementation of the ECCAIRS electronic data transfer file (E5X) in MS” is published on the JRC portal.  <a href="http://eccairsportal.jrc.ec.europa.eu/fileadmin/portalfiles/e5xmaterial/information_to_facilitate_the_implementation_of_the_eccairs_electronic_data_transfer_file.pdf">http://eccairsportal.jrc.ec.europa.eu/fileadmin/portalfiles/e5xmaterial/information_to_facilitate_the_implementation_of_the_eccairs_electronic_data_transfer_file.pdf</a></p> <p>The usage of Unknown is valid only for string values or value list where “Unknown” value is proposed.</p> <p>Numerical or dates format cannot be coded “UNKNOWN”. Therefore, a missing or unknown numeric value or date shall be void. EASA noted different practices to code a void value. The XML format foresee to add XML containers only if the value is known. Void values shall simply not be coded.</p>	
5	<b>Remark:</b> it has been reported that certain NAAs charge fees on stakeholders requiring to have access to ECR data	
	EASA: matters concerning NAAs should be dealt with the Member States NAAs. Further information will be gathered and the EC will be informed for examination.	ACTION EASA/EC to investigate
6	<b>Remark:</b> The current planned schedule for the revision of the Taxonomy is found being as a critical element for the Industry which will have to consequently update its systems.	
	<p>EASA:  <u>Minor Valuelist Updates:</u> Due to the dynamic nature of some valuelists, there is a need to make minor updates at 6 monthly intervals to the following valuelists: Make/Model/Series (Attr 21), Operators (Attr 215), Location Indicator (Aerodromes – Attr 5), Engine Manufacturer/Model (Attr 387) and FIR/UIR Name (Attr 16). These updates are considered to have a very limited impact on the industry.</p> <p><u>Major Updates:</u> Following implementation of the Strategic Taxonomy Review in April 2017, it was proposed that due to the effect on the RIT and aviation community, major taxonomy updates would be scheduled at 2 year intervals from April 2019. EASA would seek approval from the EC, JRC and ECCAIRS Steering Committee.</p>	ACTION EASA
7	<b>Question:</b> How and when will the AMC 20-8 be revised?	
	<p>EASA: With RMT.0681 (“Alignment of Implementing Rules &amp; AMC/GM with Regulation (EU) No 376/2014 on the reporting, analysis and follow-up of occurrences in civil aviation, amending Regulation (EU) No 996/2010 and repealing Directive 2003/42/EC and Commission Regulations (EC) No 1321/2007 and (EC) No 1330/2007”) AMC 20-8 will be amended to delete the list of reportable occurrences, so as to not duplicate / overlap with the list in Regulation 2015/1018.</p> <p>The AMC 2-8 will not be cancelled though, as it will still retain the guidance content on reporting between organisations, not being addressed in 376. NPA is scheduled for September 2016.</p>	
8	<b>Remark:</b> Some of the Taxonomy fields which have to be mandatorily filled in upon submission of an occurrence as requested by 376/2014, are irrelevant depending on the nature of the reporting	

	EASA: a dedicated feasibility project to investigate the possibility of rationalising (depending on the type of reporting organisation) and reducing the number of mandatory fields to be reported in an occurrence will be started in the coming months. EASA will define a time schedule for the development of this activity	ACTION EASA and EC
9	<b>Remark:</b> it is recommended to achieve a certain degree of harmonization with other Foreign NAAs (FAA, TCCA, etc...) as far as reporting tools are concerned.	
	EASA: this statement is acknowledged. EASA is aware of the manners and practices according to which occurrences are reported to other Foreign NAAs. Substantial geo-political, legislative and linguistic differences exist anyway between European Countries and US and Canada, which do not permit to follow the same approach as far occurrence reporting is concerned. Some coordination on the reporting format is already taking place in the frame of bilateral agreements and ECCAIRS activities. ECCAIRS format promote a standardised taxonomy and is used worldwide. EASA keeps working on this harmonization through its active involvement in International standardisation activities such as the CAST/ICAO Common Taxonomy Team (CICTT).	
10	<b>Question:</b> Would be possible to provide feedback on the occurrence coding?	
	EASA: EASA will review this in order to assess how this could be done and manageable from the workload point of view, potentially starting with one TC Holder The future IORS Workshop will be extended with the session dedicated on the use of the taxonomy, issues, developments proposed etc.	ACTION EASA
11	<b>Remark:</b> New releases of E5X does not explicitly show the differences in comparison from the previous versions	
	EASA: JRC was requested to augment this part and provide for the future E5X update versions highlight of changes to simplify change visibility and implementation at user	ACTION EASA to review, in cooperatio n with the JRC, the format for e5X versions releases through the ESB / Taxonomy WG.
12	<b>Remark:</b> it is recommended to have an integrated specification on the deployment of the tools necessary to report occurrences in accordance to the ECCAIRS/ADREP Taxonomy. In addition the specifications on building the .e5x are difficult to read	
	EASA: on the Joint Research Center website, ECCAIRS section ( <a href="http://eccairsportal.jrc.ec.europa.eu/index.php?id=2">http://eccairsportal.jrc.ec.europa.eu/index.php?id=2</a> ) at the Download and Support sections several documents are made available to provide instructions on the deployment of the necessary tools which might be used to report occurrences as required by Regulation (EU) No 376/2014. It is the responsibility of the organisation to Qualified IT resources are required for the integration and deployment. .e5x specifications follow regular XML language. Improvement can be applied for the future in augmenting the overall instructions.e5x specifications follow regular XML language. Improvement can be applied for the future in augmenting the overall instructions	

13	<b>Remark:</b> as of the current status several occurrence reports have to be submitted by a reporting organization on a same event, as far as several Competent Authorities are involved. It is recommended to enhance the Aviation Reporting Portal website so that one unique report can be submitted and have it dispatched to the several recipients Authorities	
	EASA: the commons ECCAIRS/ADREP compatible reporting format is already promoting a common standard to facilitate reporting to multiple entities. EASA will further liaise with the JRC and EC to investigate the feasibility of implementing any enhancements to the current Aviation Reporting Portal aimed at further facilitating reporting to multiple entities.	ACTION EASA/EC/JRC to propose options for extending the EU reporting portal evolution via the ECCAIRS Steering Board.
14	<b>Question:</b> please can EASA clarify how penalties are to apply in case of failure to comply with the obligations laid down in Regulation (EU) No 376/2014, especially as far as data/fields/attributes required as mandatory when submitting a report are not provided?	
	EASA: EASA does not intend to raise findings or penalties on Organizations encountering difficulties related to reporting formatting or content issues in filling in the mandatory fields. On the contrary EASA intends to promote the reporting culture and to support reporting organisations in their efforts to adapt their reporting systems to Regulation (EU) No 376/2014	
15	<b>Remark:</b> Regulation (EU) No 376/2014 prescribes potential reporters to report defined occurrences they are aware of. This also includes, for instance, issues concerning products (STCs as an examples) not belonging to the potentially reporting organization, for which therefore very little details might be known to the reporter and which cannot be investigated by the reporter.	
	EASA: Indeed Regulation (EU) No 376/2014 prescribes potential reporters to report occurrences they are aware of, this has to be done as per the manners described in Regulation (EU) No 376/2014. In the specific case, it has to be highlighted that the requirement to report, investigate and provide follow-up on an occurrence is understood to apply to the Organizations responsible for the affected Products, i.e. in case of and STC related issue to the Design Approval Holder of the concerned STC. It is anyway worth to mention that if for instance it is the Design Approval Holder of the aircraft which becomes aware of a potential unsafe condition concerning an STC it is not responsible for, it should report the findings to the STC Design Approval Holder. At the same time, the Design Approval Holder of the aircraft shall report the occurrence to EASA. EASA in such a case would contact the affected STC Design Approval Holder or its Airworthiness Authority, which are responsible for investigation and follow-up.	
16	<b>Remark:</b> Regulation (EU) No 376/2014 contains obligations on the reporting Organization to investigate the occurrence, but often the reporting Organization is not adequately supported in this activity by Operators, which only requirement is to report the event but not to support the Type Certification Holder in the investigation effort.	
	EASA: acknowledged. EASA will further investigate with the EC how to ensure Operators can be actively involved in supporting the Type Certificate Holders investigations.	ACTION EASA/EC

17	Remark: There is no clear perception on how data provided by “small” Organizations are used by the Agency.	
	<p>EASA: following also the outcome of the previous Workshops EASA has already undertaken a series of activity aimed at providing, when possible, a one-by-one feedback to Organizations reporting occurrences concerning Products they are not responsible for, and for which consequently they might not be involved in the investigation phase.</p> <p>This is being developed in the frame of the IORS Evolution Project, more details will be provided in due course</p>	