

Strategy & Safety Management Directorate  
Safety Intelligence & Performance Department

## Summary Report

7<sup>th</sup> IORS Workshop - 29/06/2017

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## Summary Report

### 7<sup>th</sup> IORS Workshop on 29.06.2017

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## 1 Executive summary

The Regulation (EU) No 376/2014 on the reporting, analysis and follow-up of occurrences in civil aviation entered into force in November 2015. This Regulation has introduced changes in the way regulated Organisations and Authorities deal with occurrence data.

EASA hosted a workshop last year, on the 21st of June 2016, to receive feedback from the Industry on the implementation of Regulation (EU) No 376/2014. This year EASA hosted a workshop in order to continue the sharing of the implementation feedback as well as to facilitate an open discussion on the challenges still encountered since the deployment of the Regulation. The workshop provided a platform for exchange of best practices, lessons learnt and relevant information in the field of occurrence reporting.

## 2 Summary of Take-aways

Please refer to separate presentations for details.

## 3 Reflections on questions raised and responses

No	Question/aspect	Answer/Action	Status
1	Standardisation of R376/2014 planned to start as of Q2-2018 – but NPA 2016-19 may take longer. Which standards will be used?	Before NPA 2016-19 is implemented, the requirements stemming from R376/2014 will be used.	CLOSED
2	Status of the European Risk Classification Scheme (ERCS)	It is developed, to be adopted.	CLOSED
3	It appears that mandatory fields on the PDF form are not marked.	To consider for the PDF forms update to mark the mandatory fields.	OPEN
4	E5X use by FAA AVDEX	FAA AVDEX is still in the development phase. The compatibility will most probably be ensured at the back-end of the system.	CLOSED
5	AVDEX connection with ASIAS	AVDEX will feed ASIAS	CLOSED
6	Possibility to report to multiple authorities via the portal as required, e.g. P145 organisation – to competent authority, state of registry	Identified aspect. Will be considered for the Aviation Safety Reporting portal update.	OPEN
7	EASA data sharing with design organisations.	EASA data can be shared with design organisations on their products by taking into account confidentiality aspects. Requests to be made to IORS Team.	CLOSED
8	Several reflections on mandatory fields like Call sign, Last departure point, destination, and similar.	<ul style="list-style-type: none"> <li>The Annex I of R376/2014 will go an amendment process to make this list meaningful.</li> <li>Today organisations need to provide information they have.</li> </ul>	

		<ul style="list-style-type: none"> <li>• In cases information is not known – provide as unknown.</li> <li>• If info could be got – e.g. occurrence occurred during a flight – but design organisation was not aware of these details – keep blank and do not include in the E5X output.</li> <li>• When not applicable – use this value (after taxonomy update there will be more fields having value “Not Applicable”)</li> </ul>	
9	Unsafe condition and events, other fields	<ul style="list-style-type: none"> <li>• Unsafe condition determination is to be done as before e.g. according to Part 21.A.3B(b), AMC and GM.</li> <li>• The coding of occurrence reflects what happened and why during an occurrence (not what could potentially happen)</li> <li>• Unsafe condition determination is part of analysis of the occurrence</li> <li>• As a result – there might be events with minor consequences but having an unsafe condition based on DOA analysis and thus reported/followed up.</li> <li>• For the dimension of potential worst most credible accident outcome – European Risk Classification Scheme will be used at Authorities.</li> </ul>	CLOSED
10	Highest damage sustained in the occurrence	<ul style="list-style-type: none"> <li>• Definitions to be referred to.</li> <li>• Substantial and Destroyed – are Annex 13 accidents</li> <li>• Secondary damage on an aircraft could be MINOR</li> <li>• Part failed, crack found - NONE</li> </ul>	CLOSED
11	Injury level sustained in the occurrence	<ul style="list-style-type: none"> <li>• The definitions to be referred to.</li> <li>• Fatal and Serious – are Annex 13 accidents</li> <li>• Other injuries are MINOR</li> <li>• In case of most technical occurrences - NONE</li> </ul>	CLOSED
12	Occurrence class	<ul style="list-style-type: none"> <li>• Values normally used by design, production or maintenance organisations (according to definition) are:           <ul style="list-style-type: none"> <li>○ 300 – Incident (if occ occurred during operations),</li> <li>○ 501 – Observation (e.g. doc review),</li> <li>○ 502 - Occurrence with No Flight Intended (design occs, production, maintenance),</li> <li>○ 100 – Accident (ICAO Annex 13),</li> <li>○ 200 - Serious incident (ICAO Annex 13)</li> </ul> </li> </ul>	CLOSED

		<ul style="list-style-type: none"> <li>Values which should be used only by ATM/ANS: Major Incident, Significant incident, Occurrence without safety effect. These values are introduced by Eurocontrol for ANS/ATM purposes.</li> </ul>	
13	Reference databases – to populate description information	<ul style="list-style-type: none"> <li>European Aircraft Registry would enable populating information on aircraft characteristics/operator – work ongoing</li> <li>Aerodromes – already populated at JRC – to make it available or populate at authorities</li> </ul>	OPEN
14	Aircraft Make model series	<ul style="list-style-type: none"> <li>An updated value list will be available as of July</li> <li>For cases where value is not found – in E5X export the</li> </ul>	CLOSED
15	Taxonomy updates	<ul style="list-style-type: none"> <li>Changes will be clearly defined</li> <li>Organisations can assess if to incorporate certain changes in their systems (if they are applicable) as taxonomy will be backwards compatible.</li> <li>Already mapped values will not be affected!!!</li> </ul>	CLOSED
16	Definitions of the field values	<ul style="list-style-type: none"> <li>For Top Reporting Organisations – available within the E5X Schema</li> </ul>	CLOSED
17	Definitions of the field values	<ul style="list-style-type: none"> <li>For online and PDF forms – to be added/made available to end users</li> </ul>	OPEN
18	New tools, analysis methods	<ul style="list-style-type: none"> <li>Indeed EASA is directing towards Data 4 Safety, which will include advances analysis capabilities including for the unstructured data</li> </ul>	OPEN
19	<p>On judicial authorities arrangements with safety authorities in the EU countries, R376/2014 “article 15(4)”.</p> <p>What is the present status - how many EU countries have put these arrangements in place, etc. We did not have any information on the present real status.</p> <p>If this was available to you, could you please share this with us that we can include in the summary file, if considered appropriate from your side.</p>	<ul style="list-style-type: none"> <li>The EC has received copies of the AA between EU SIAs and their judicial authorities, <b>under R996/2010</b>. The Commission manages a website, access is restricted to ENCASIA members and to the Commission.</li> <li>Presently <b>on R376/2014</b> the EC does not have a copy – if the arrangements between 'R376 NAAs' and judicial authorities (article 15(4)) are existing. It will have a better visibility, when EASA sends the pre-visit questionnaires at the time of preparing the standardisation visits.</li> </ul>	OPEN