

Civil Aviation Directorate



The Importance of Occurrence Reporting

18th December 2019

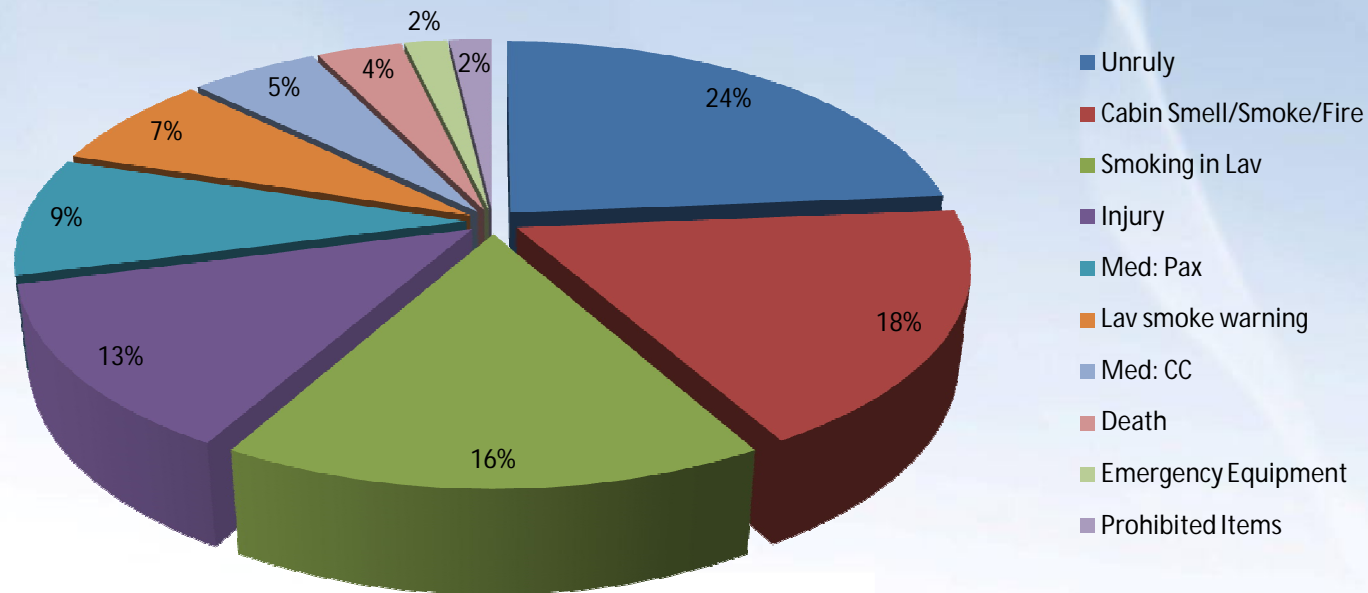
Safety and Compliance Unit
Civil Aviation Directorate

Outline

- Reports related to Cabin Safety Events
 - January–December 2018
 - January–June 2019
- What to report?
- Just Culture
- Encouraging a Reporting Culture
- Reporting Safeguards

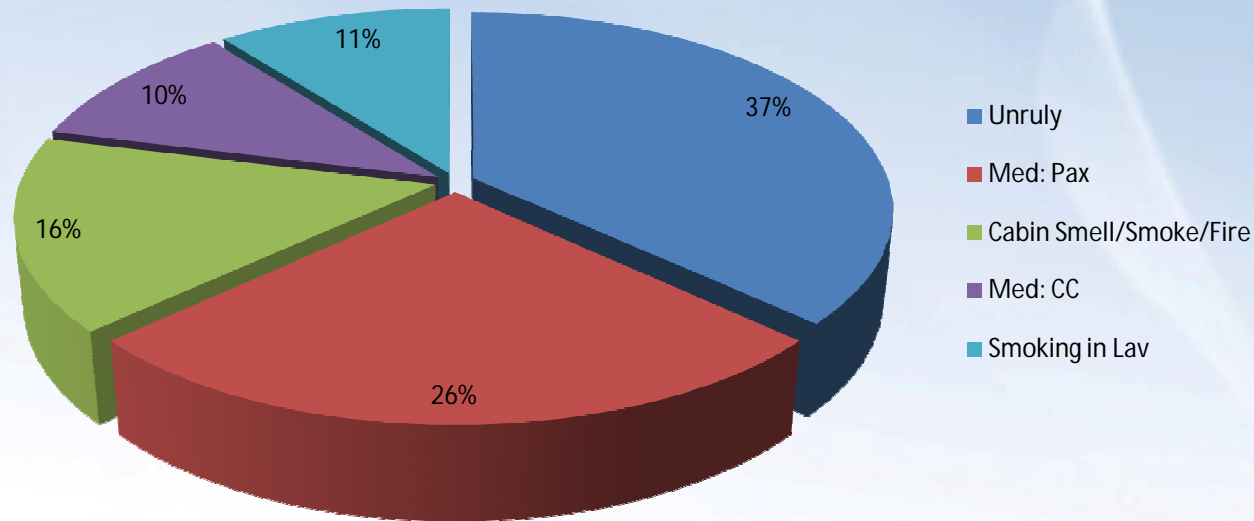
Reports related to Cabin Safety Events Jan-Dec 2018

- Total of 55 events were categorised as a Cabin Safety Event in 2018
- For clearer analysis, these are further separated into specific events as follows:



Reports related to Cabin Safety Events Jan-Jun 2019

- Total of 19 events were categorised as a Cabin Safety Event as of June 2019
- For clearer analysis, these are further separated into specific events as follows:



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What to Report

What to Report?

- Occurrence reporting is regulated by Regulations (EU) 376/2014 and further supported with Commission Implementing Regulation (EU) 2015/1018.
- Without prejudice to internal company procedures, Cabin Crew personnel are to report/bring to the attention of flight crew any of the following events *(for guidance, not limited to)*:
 - Tail, blade/wingtip or nacelle strike during take-off or landing.
 - Any occurrence where the human performance has directly contributed to or could have contributed to an accident or a serious incident.
 - Any event leading to the declaration of an emergency ('Mayday' or 'PAN call').
 - Any burning, melting, smoke, fumes, arcing, overheating, fire or explosion.
 - Contaminated air (in the cockpit or) in the passenger compartment which has or could have endangered the aircraft, its occupants or any other person.

What to Report?

- Failure to apply the correct non-normal or emergency procedure by the flight or cabin crew to deal with an emergency.
- Use of any emergency equipment or non-normal procedure affecting in-flight or landing performance.
- Failure of any emergency or rescue system or equipment which has or could have endangered the aircraft, its occupants or any other person.
- Any use of crew oxygen system by the crew.
- Incapacitation of any member of (the flight or) cabin crew.
- Crew fatigue impacting or potentially impacting their ability to perform safely their duties.
- Severe turbulence encounter or any encounter resulting in injury to occupants.
- Bomb threat or hijack.
- Difficulty in controlling intoxicated, violent or unruly passengers.
- Medical/Injury-related events in the cabin.

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Just Culture

Just Culture

- *What is Just Culture?*

An atmosphere of trust in which people are encouraged for providing essential safety-related information, but in which they are also clear about where the line must be drawn between acceptable and unacceptable behaviour.
- *Why have a Just Culture?*
 - Proactive reporting of hazards.
 - Better identify its risks & implement effective mitigations.
 - Foster a safety-conscious workforce.
 - Improve safety-risk management, increases operational efficiency & protects vital assets.
- A proactive safety culture fosters an environment where people feel responsible for safety.

Encouraging a Reporting Culture

- Reporting an event is a legal obligation, deterred with fines in-line with the Air Navigation Order S.L. 499.09.
- Aviation personnel are required to report safety occurrences:
 - to their employers
 - or to the national authority
- The CAD is the State-appointed entity to receive and evaluate occurrence reports.
- The CAD has created a Mandatory/Voluntary Occurrence Reporting system to assist individuals in submitting reports in a confidential manner.
- No attribution of blame in an event – unless the event was done due to wilful misconduct by the perpetrators.

Reporting Safeguards

- Occurrence reporting is governed by regulation (EU) 376/2014.
- The CAD safeguards the confidentiality of the reporter, and any person/s identified in the report, in any Occurrence Report brought to its attention as mandated by European and local legislation.
- The information submitted in each occurrence report shall be used for safety promotion purposes, promoting the notion of 'Just Culture' to encourage free and full reporting of events.

(12) 'just culture' means a culture in which front-line operators or other persons are not punished for actions, omissions or decisions taken by them that are commensurate with their experience and training, but in which gross negligence, wilful violations and destructive acts are not tolerated;

6. Without prejudice to applicable national criminal law, Member States shall refrain from instituting proceedings in respect of unpremeditated or inadvertent infringements of the law which come to their attention only because they have been reported pursuant to Articles 4 and 5.

Occurrence Reporting

Occurrence reporting

Safety is the main priority among aviation players and everyone involved strives towards achieving the highest level of safety as possible.

Occurrence reporting is one of the active systems that contributes towards identifying safety-related issues and help develop pro-active approaches and strategies to mitigate undesired outcomes while enhancing overall aviation safety. Such strategies can be developed by ensuring that all information on safety-related events are identified, collected and analysed with the aim to identify the root-cause factors and devise appropriate measures.

An occurrence means any safety-related event which endangers or which, if not corrected or addressed, could endanger an aircraft, its occupants or any other person.

Submitting an Occurrence Report

The Civil Aviation Directorate is continuously striving to improve the quality of Occurrence Reporting data and facilitate the process of gathering information and statistics. This will enhance the overall efficiency with the follow-up and closing of occurrence reports and contribute towards a safer aviation environment.

For information on the general overview of mandatory occurrence reporting and voluntary occurrence reporting, regulatory obligations and TM-CAD requirements, [click here](#).

Mandatory Occurrence Reports

Occurrences which may represent a significant risk to aviation safety and which fall into the categories defined in Article 4 of [Regulation \(EU\) No 376/2014](#) shall be reported by the persons listed in paragraph 6 of the same regulation through the mandatory occurrence reporting systems established by their organisation and/or Member State.

Detailed classifications of the occurrences pursuant to [Regulation \(EU\) No 376/2014](#) when reporting through mandatory reporting systems are set out in Annexes I to V of the [Commission Implementing Regulation \(EU\) 2015/1018](#).

In order to submit a Mandatory Occurrence Report (MOR) to The Civil Aviation Directorate, kindly [click here](#).

Voluntary Occurrence Reports

The Civil Aviation Directorate has established a Voluntary Occurrence Reporting system. This system is aimed at gathering reports from organisations or individuals on occurrence events that may not be captured by the mandatory reporting system and other safety-related information which is perceived by the reporter as an actual or potential hazard to aviation safety.

This Voluntary Occurrence Report tool can also be used by individuals within an organisation who feel that their safety concerns are not being addressed sufficiently by their own organisation's Safety Management System (SMS).

In order to submit a Voluntary Occurrence Report (VOR) to The Civil Aviation Directorate, kindly [click here](#).

Confidentiality

The Civil Aviation Directorate safeguards the confidentiality of the reporter, and any person/s identified in the report, in any Occurrence Report brought to its attention as mandated by European and local legislation. The information submitted in each occurrence report shall be used for safety promotion purposes, promoting the notion of "Just Culture" to encourage free and full reporting of events.

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Questions ?

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Thank you

e: christopher.balzia@transport.gov.mt

T: +3562555 5617