



Report in order to improve (I)

11 December 2019



Controllers and technicians have to report, for example, an extended loss of communication with aircraft.

Any occurrence that may affect air safety has to be reported completely and freely in order to ensure an objective and confidential investigation

Safety, Quality and Environmental Division



Operational safety occurrence

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

Errors and failures in a complex system such as air traffic management (ATM), which is part of a sector as broad as air transport, are unavoidable, and generally result from environmental conditions, the design of the system and individual decisions when interacting with it, which must usually be taken with little time to react.

In practice, it is impossible to eliminate errors, which is why we must try to minimise them and establish the measures needed to curtail their consequences as much as possible.

Reports from front-line operators, controllers and technicians provide the information needed to carry out safety investigations, whose aim is to determine

what elements of the ATM system may have contributed to the occurrence and to try to establish the appropriate measures to prevent events of a similar nature from happening again in the future.

It is thus crucially important that any occurrence that may affect or have affected air safety be fully and freely reported so as to ensure an objective and confidential investigation, and that disciplinary action will not be taken against the employee who reports an occurrence, in accordance with the Just Culture principles contained in ENAIRe's Policy.

What should be reported?

The occurrences that must be reported involving air navigation services and facilities, in accordance with Regulation (EU) 2015/1018, are as follows:

1. Accidents or serious incidents:

- Collision or near-collision between aircraft on land or in the air.
- Collision or near-collision between an aircraft and the terrain or an obstacle.

2. Other aircraft-related events:

- Separation minima infringement.
- Inadequate separation (with no prescribed minimum).
- ACAS RAs.
- Prolonged loss of communication with an aircraft.
- Taxiway or runway incursion.
- Taxiway or runway excursion.
- FATO incursion.
- Aircraft deviation from ATC clearance.
- Aircraft deviation from ATM regulation and/or procedures.
- Airspace infringement.
- Deviation from aircraft ATM-related equipment carriage and operations.
- Wildlife strike.

3. Degradation or loss of services or functions:

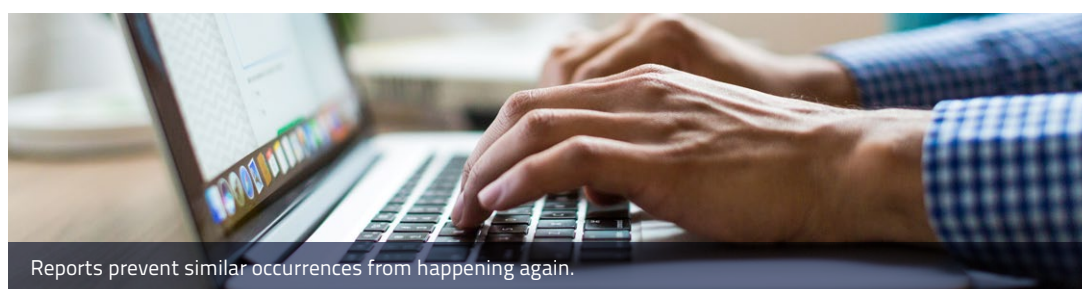
- Inability to provide ATS, ASM and ATFCM services or execute ATS, ASM and ATFCM functions.
- Incorrect/incomplete information in support service (ATIS, ATS, charts, maps, manuals, meteorological information).
- Failure of Communications, Navigation and Surveillance service.
- Failure of data processing and distribution function or service.
- Failure of physical security.
- Prolonged loss of communication with aircraft or ATS.
- Incorrect receipt or interpretation of communications.
- Significant ATS sector/position overload leading to a potential deterioration in service provision.

4. Other occurrences:

- Emergency declaration (MAYDAY or PAN call).
- Interference with communication or radio navigation.
- Fatigue impacting or potentially impacting the ability to safely perform air navigation or air traffic duties.
- Interference by laser, fireworks, RPAS (drones).
- Fuel dumping.
- Bomb threat or hijack.
- Volcanic ash clouds.



Regulation (EU) 2015/1018



Reports prevent similar occurrences from happening again.

Additionally, and voluntarily, any other safety-related information that the notifier perceives as a real or potential hazard to air safety may be reported.