

THE LAW PROTECTS YOU!

When reporting an occurrence, you and any person mentioned in your report are protected from adverse consequences that may come from your report

- ▶ Your identity and the identity of anyone mentioned in your report will be protected
- ▶ You report will not be disclosed unless necessary for safety
- ▶ Your report will not be used, inside and outside your organisation, to blame you or any person mentioned in it
- ▶ Exceptions are wilful misconduct and unacceptable behaviour¹
- ▶ You will have the possibility to report to a special entity in your State if you consider that you have not been adequately protected

More information on
www.aviationreporting.eu/justculture

This text is informative and is not intended to replace the applicable legal requirements contained in Regulation (EU) No 376/2014

¹ Unacceptable behaviour being defined as : manifest, severe and serious disregard of an obvious risk and profound failure of professional responsibility to take such care as is evidently required in the circumstances, causing foreseeable damage to a person or property, or which seriously compromises the level of aviation safety

Safety occurrence? Report it to your organisation!

[ATCO and FISO]



Reporting makes our industry safer



Material prepared by



ATCO and FISO are mandated to report the following occurrences

→ AIRCRAFT RELATED OCCURRENCES

1. A collision or a near collision on the ground or in the air, between an aircraft and another aircraft, terrain or obstacle, including near-controlled flight into terrain (near CFIT).
2. Separation minima infringement.
3. Inadequate separation.
4. ACAS RAs.
5. Wildlife strike including bird strike.
6. Taxiway or runway excursion.
7. Actual or potential taxiway or runway incursion.
8. FATO incursion.
9. Aircraft deviation from ATC clearance.
10. Aircraft deviation from applicable ATM regulation:
 - a. Aircraft deviation from applicable published ATM procedures;
 - b. Airspace infringement including unauthorised penetration of airspace;
 - c. Deviation from aircraft ATM-related equipment carriage and operations, as mandated by applicable regulations.
11. Call sign confusion related occurrences.

→ DEGRADATION OR TOTAL LOSS OF SERVICES OR FUNCTIONS

1. Inability to provide ATM services or to execute ATM functions:
 - a. Inability to provide air traffic services or to execute air traffic services functions;
 - b. Inability to provide airspace management services or to execute airspace management functions;
 - c. Inability to provide air traffic flow management and capacity services or to execute air traffic flow management and capacity functions.
2. Missing or significantly incorrect, corrupted, inadequate or misleading information from any support service¹, including relating to poor runway surface conditions.
3. Failure of Communication service.
4. Failure of Surveillance service.

5. Failure of Data Processing and Distribution function or service.
6. Failure of Navigation service.
7. Failure of ATM system security which had or could have a direct negative impact on the safe provision of service.
8. Significant ATS sector / position overload leading to a potential deterioration in service provision.
9. Incorrect receipt or interpretation of significant communications, including lack of understanding of the language used, when this had or could have a direct negative impact on the safe provision of service.
10. Prolonged loss of communication with an aircraft or with other ATS unit.

→ OTHER OCCURRENCES

1. Declaration of an emergency ('MAYDAY' or 'PAN' call).
2. Significant external interference with Air Navigation Services (for example Radio Broadcast Stations transmitting in the FM band, interfering with ILS, VOR and communication).
3. Interference with an aircraft, an ATS unit or a radio communication transmission including by firearms, fireworks, flying kites, laser illumination, high powered lights lasers, Remotely Piloted Aircraft Systems, model aircraft or by similar means.
4. Fuel dumping.
5. Bomb threat or hijack.
6. Fatigue impacting or potentially impacting the ability to perform safely the air navigation or air traffic duties.
7. Any occurrence where the human performance has directly contributed to or could have contributed to an accident or a serious incident.

ALWAYS REPORT ANY OTHER OCCURRENCE THAT YOU CONSIDER SAFETY RELEVANT!

¹ For example: ATS, ATIS, meteorological services, navigation databases, maps, charts, AIS, manuals.