## 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 you organisation, to blame you or any person mentioned in it
- Exceptions are wilful misconduct and unacceptable behaviour<sup>1</sup>
- 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**

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

<sup>1</sup> 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!





# Material prepared by

## **Reporting makes our industry safer**

### 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 service<sup>1</sup>, 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.
- 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 Broadcasts 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!

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

#### More information on www.aviationreporting.eu