

# Safety Culture in Business Aviation



*Razvan Prunean – EBAA Manager Safety, Rulemaking and Operations*

## Key Point – The Title of the Regulation

- Regulation (EU) 376/2014 on the Reporting, Analysis and Follow Up of Occurrences in Civil Aviation



- Regulation on reporting is nothing new
- Builds on Directive 2003/42 and on reporting and modern SMS requirements under IRs of BR216/2008





# Summary of the Regulation

What are the objectives of the Regulation?

- To improve aviation safety by ensuring that relevant civil aviation safety information is reported, analysed and followed-up
- To ensure continued availability of safety information through Just Culture

To what kind of event does it apply?

- '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 and includes in particular an accident or serious incident;

To who does it apply?

- The Member States and EASA
- Organisations established in a MS which employs the persons covered by Art. 4
- Natural persons as described in Art.4

# The Key Areas of the Regulation

- Improved **reporting and follow up** of occurrences from both mandatory and voluntary reporting processes
- Introduction of occurrence **risk classification**
- Rules on confidentiality of information and **Just Culture**
- Provision of **Guidance Material** and other useful supporting information for industry
- **Analysis** - a key part **Safety Risk Management** process to use and share what is learnt

# What to Report and Who Reports It?

- Regulation defines two types of reporting
  - The things you have to tell us - Mandatory reporting (MORS) for the types of occurrence listed in the Implementing Regulation.
  - The things we would like you to tell us - Voluntary reporting
- Who reports?
  - People working for an organisation report through their organisations' SMS and from there to the NAA
  - Individuals (e.g. in GA) report direct to the authority
  - EASA approved organisations report to the Agency

# What to Include in a Report and Why?

- Introduction of minimum mandatory fields
  - Basic information: when, where, what happened, aircraft information, flight history, event coding and classification
  - This is needed to provide a good basic picture
- But we would like even more information
  - Occurrence reports and data transfer format asks for a few more pieces of information
  - The more you can tell us.....
  - The better we can improve safety and make good decisions



# Using Data for the European Safety Plan

- Regulation requires analysis of the data
  - By organisations for their SMS
  - By States for State Safety Plans
  - By the European Community for EASp
- At European Level this will be managed by EASA through a coordinated Safety Risk Management process
- This involves not just data analysis but discussion with industry through a range of groups (NoA, ECAST, etc.)

**Slide 9**

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**MND(4**

No, see the point above on this issue

MICHEAUX NAUDET Delphine (MOVE); 19/05/2014

# SAFETY CULTURE



# SAFETY CULTURE



Informed Culture

Learning Culture

Reporting Culture

Just Culture

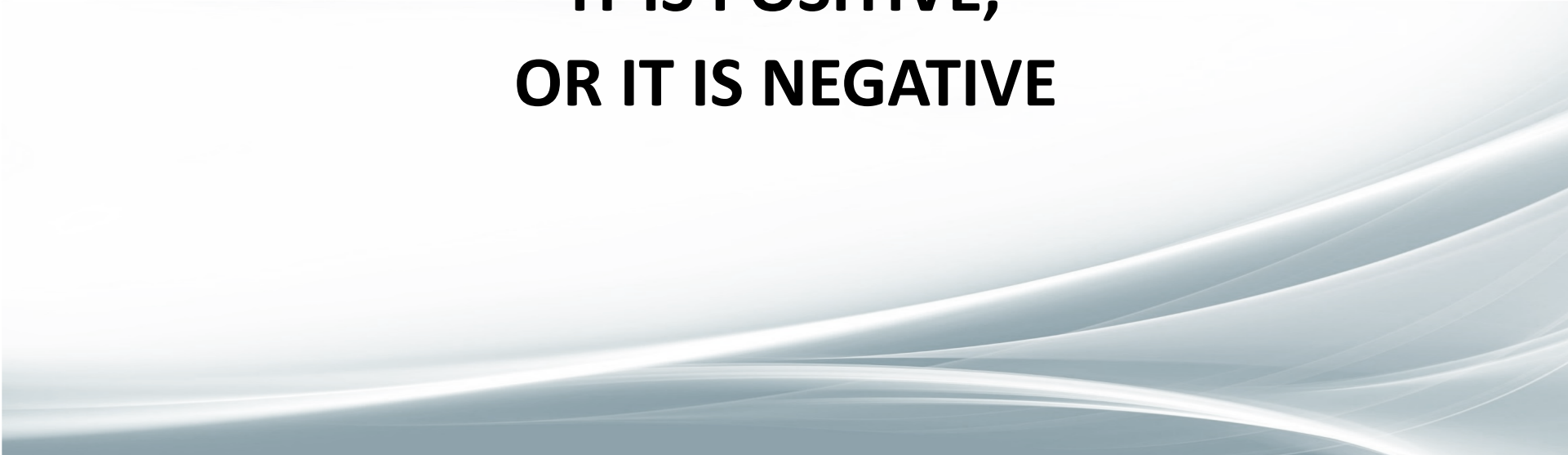
# Building the Safety Culture



<https://www.youtube.com/watch?v=KFG4AxOz3dg>

<https://www.youtube.com/watch?v=1wFqNxr8sk4>

**SAFETY CULTURE IS NEVER NEUTRAL,  
IT IS POSITIVE,  
OR IT IS NEGATIVE**

A decorative graphic at the bottom of the slide featuring several overlapping, wavy, light blue and white lines that create a sense of motion and depth.

## EC Declaration on Just Culture



- The Declaration supports existing legislation, in particular Regulation (EU) No 376/2014 on the reporting, analysis and follow-up of occurrences in civil aviation, and is fully consistent with applicable rules;
- The Declaration constitutes a set of 15 key principles that each organisation is encouraged to implement in the context of its Just Culture internal rules.
- The signatories of the Declaration, will encourage our respective members to implement a Just Culture on the basis of the following key principles referred to in this Declaration.
- <http://ec.europa.eu/transport/modes/air/events/doc/2015-10-01-just-culture/declaration.pdf>

**Acting safely is a  
top priority!**

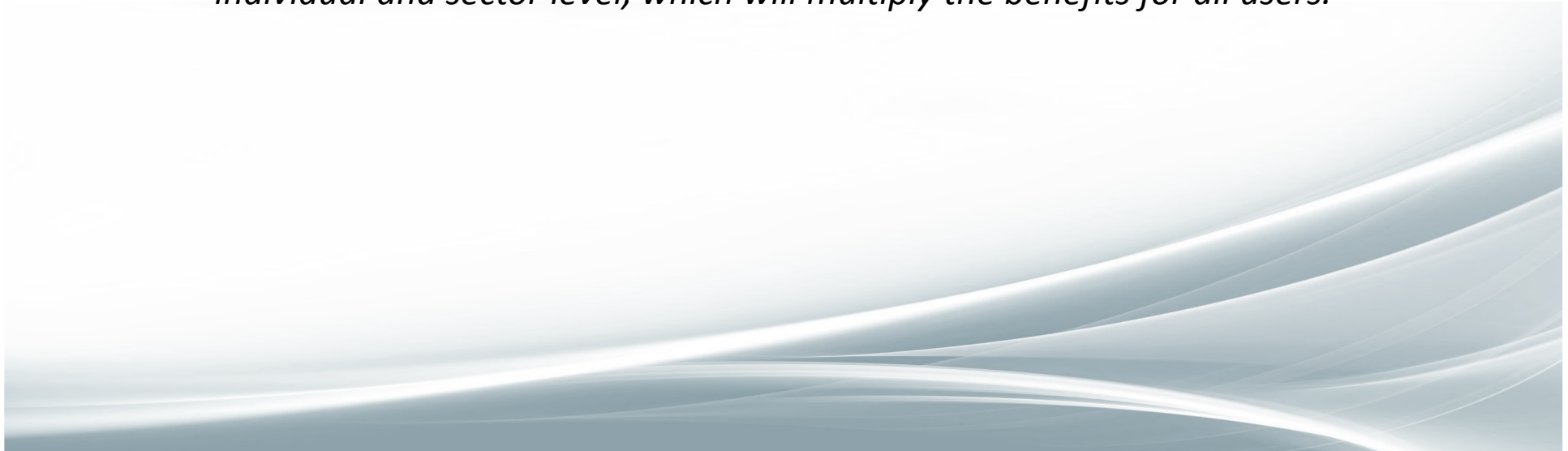




# EBAA WAY



- to develop a safety reporting platform
  - *It will allow business aviation stakeholders to share anonymous safety data in a user-friendly and secure way, and will be tailored for data analysis on an individual and sector level, which will multiply the benefits for all users.*



PRACTICAL

**E-SORS**