

Il nuovo che avanza

Il sistema eE-MOR ed il Regolamento 376/2014



Roma, 14.07.2015



Il regolamento (EU) 376/2014





The slide features the EASA logo at the top left, consisting of a yellow stylized bird icon above the acronym "EASA" and the full name "European Aviation Safety Agency" below it. The main title "Implementation of Regulation (EU) 376/2014" is centered in large white font. Below the title, the text "EASA Safety Intelligence and Performance Dept" is displayed. At the bottom right, the slogan "Your safety is our mission" is written in white, followed by the smaller text "An agency of the European Union".





Il regolamento (EU) 376/2014



Cos'è il regolamento 376



Tempi di entrata in vigore



Cosa cambierà



Aspetti critici



Partecipazione alle attività UE



Il regolamento (EU) 376/2014

- Il regolamento (UE) 376/2014, abroga tutta la normativa vigente in materia e disciplina l'occurrence reporting in tutti i settori dell'Aviazione Civile
- E' stato pubblicato sulla Gazzetta UE il 24/4/2014 ed entrerà in vigore il 15/11/2015

I_122/18 EN Official Journal of the European Union 24.4.2014

**REGULATION (EU) No 376/2014 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL
of 3 April 2014**

on the reporting, analysis and follow-up of occurrences in civil aviation, amending Regulation (EU) No 996/2010 of the European Parliament and of the Council and repealing Directive 2009/42/EC, of the European Parliament and of the Council and Commission Regulation (EC) No 1321/2007 and (EU) No 1390/2007

(Text with EEA relevance)

THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty on the Functioning of the European Union, and in particular Article 100(2) thereof,

Having regard to the proposal from the European Commission,

After transmission of the draft legislative act to the national parliaments,

Having regard to the opinion of the European Economic and Social Committee (1),

After consulting the Committee of the Regions,

Acting in accordance with the ordinary legislative procedure (2),

Whereas:

(1) A high general level of safety should be ensured in civil aviation in the Union and every effort should be made to reduce the number of accidents and incidents with a view to ensuring public confidence in aviation transport.

(2) The rate of fatal accidents in civil aviation has remained fairly constant over the last decade. Nevertheless, the number of accidents could rise over the decades to come, due to an increase in air traffic and an increase in the technical complexity of aircraft.

(3) Regulation (EU) No 996/2010 of the European Parliament and of the Council (3) aims to prevent accidents by facilitating the prompt holding of efficient and high-quality safety investigations. This Regulation should not interfere with the process of accident and incident investigations managed by national safety investigation authorities as defined in Regulation (EU) No 996/2010. In the event of an accident or a serious incident, notification of the occurrence is also subject to Regulation (EU) No 996/2010.

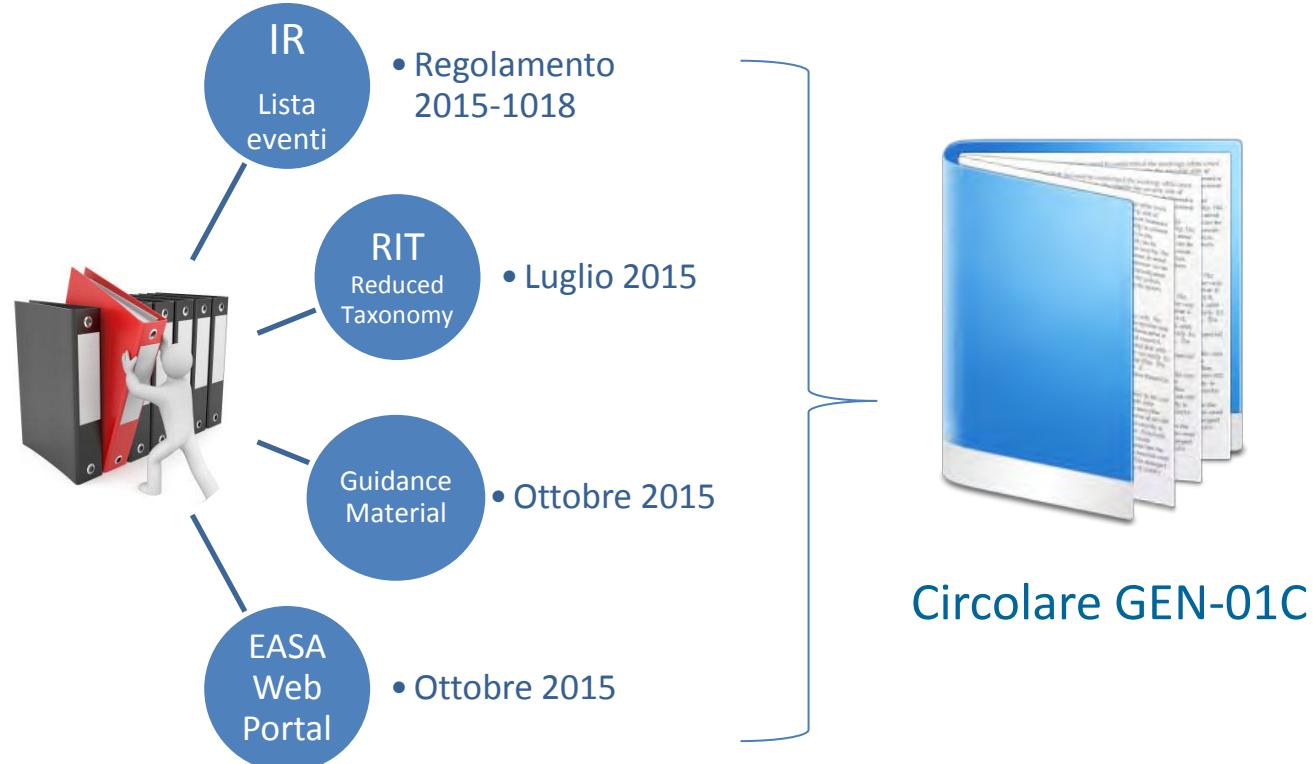
(4) Existing legislative acts of the Union, in particular Regulation (EC) No 216/2005 of the European Parliament and of the Council (4) and its implementing regulations, impose obligations on certain organizations to establish occurrence reporting systems in the context of their safety management systems. Compliance with Regulation (EC) No 216/2005 and its implementing regulations should not exempt organizations from compliance with this Regulation. This Regulation should not affect existing reporting systems with those established under Regulation (EC) No 216/2005 and its implementing regulations. However, this should not give rise to two parallel reporting systems, and Regulation (EC) No 216/2005, its implementing regulations, and this Regulation should be seen as complementary.

(5) Experience has shown that accidents are often preceded by safety-related incidents and deficiencies revealing the existence of safety hazards. Safety information is therefore an important resource for the detection of potential safety hazards. In addition, whilst the ability to learn from an accident is crucial, purely reactive systems have been found to be of limited use in continuing to bring forward improvements. Reactive systems should therefore

(1) OJ L 198, 10.7.2013, p. 77.
(2) Position of the European Parliament of 26 February 2014 (not yet published in the Official Journal) and decision of the Council of 14 March 2014.
(3) Regulation (EU) No 996/2010 of the European Parliament and of the Council of 20 February 2010 on the investigation and prevention of accidents and incidents in civil aviation and repealing Directive 91/59/EC (OJ L 125, 1.1.2010, p. 15).
(4) Regulation (EC) No 216/2005 of the European Parliament and of the Council of 20 January 2005 on common rules in the field of civil aviation concerning the establishment of reporting systems and repealing Council Directive 91/679/EEC. Regulation (EC) No 1392/2007 and Directive 2004/16/EC (OJ L 79, 19.3.2005, p. 1).



Implementazione del regolamento





Alcune delle principali novità

Novità	Descrizione	Considerazioni
Pubblicazione di una IR con l'elenco delle occurrences	Si veda il Regolamento (EU) 2015/1018	E' diviso in 5 sezioni
Pubblicazione del materiale di guida	Verrà emesso sotto forma di Decision EASA	Emesso presumibilmente a settembre/ottobre 2015
Nuova tempistica per la notifica delle segnalazioni	Nuova tempistica: 72+72 ore	Dovranno essere riviste le procedure in vigore
Unico database per MOR e VOR	MOR e VOR verranno gestiti nello stesso modo e confluiranno in un unico db	Si richiederà uno stretto coordinamento con ANSV
Compatibilità con Eccairs e ADREP	Le segnalazioni possono essere fatte solo con strumenti compatibili	Il sistema eE-MOR è già compatibile
Analisi degli eventi	Gli eventi dovranno essere analizzati e chiusi entro 3 mesi	Dovranno essere previste nuove procedure per l'analisi
Classificazione del rischio	Verrà emesso entro il 2017 uno specifico regolamento	L'ENAC sta partecipando ai lavori del NOA
Just Culture	Il regolamento impone l'applicazione dei principi della Just Culture	Il 1 ottobre l'UE ha organizzato un workshop a Bruxelles



Il regolamento (EU) 2015/1018

Il regolamento (UE) 2015/1018
contiene:

- L'elenco degli eventi da segnalare
- E' suddiviso in 5 sezioni

30.6.2015 |  Official Journal of the European Union | 1.167/1

II
(Non-legislative acts)

REGULATIONS

COMMISSION IMPLEMENTING REGULATION (EU) 2015/1018
of 29 June 2015
laying down a list classifying occurrences in civil aviation to be mandatory reported according to
Regulation (EU) No 376/2014 of the European Parliament and of the Council
(Text with EEA relevance)

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to Regulation (EU) No 376/2014 of the European Parliament and of the Council of 3 April 2014 on the reporting, analysis and follow-up of occurrences in civil aviation amending Regulation (EU) No 996/2010 of the European Parliament and of the Council and repealing Directive 2003/42/EC of the European Parliament and of the Council and Commission Regulation (EC) No 1321/2007 and (EC) No 1130/2007 (¹), and in particular Article 4(5) thereof,

Whereas:

(1) Regulation (EU) No 376/2014 requires occurrence reporting systems to be established at organization, Member State and Union levels, in view of all relevant civil aviation safety information to be reported, collected, stored, processed, exchanged, disseminated, analysed and followed-up. In addition, it provides for rules limiting the use of information collected to the enhancement of aviation safety and appropriately protecting the reporter and other persons mentioned in occurrence reports in view of ensuring a continued availability of safety information. Regulation (EU) No 376/2014 applies to all aircraft defined and covered by that Regulation, including manned aircraft and Remotely Piloted Aircraft Systems.

(2) According to the first subparagraph of Article 4(5) of Regulation (EU) No 376/2014, the Commission is required to adopt a list classifying occurrences to be referred to when reporting occurrence, under mandatory reporting systems set out in that Regulation, and which fall within the categories of Article 4(1) of that Regulation. A second list should contain, in accordance with the second subparagraph of Article 4(5) of Regulation (EU) No 376/2014, a classification of occurrences applicable to aircraft other than complex motor-powered aircraft. This second list should where appropriate be adapted to the specificities of that aviation sector.

(3) The division in categories of occurrences to be reported provided for in Regulation (EU) No 376/2014 was established in order to allow the identification, by the persons designated by that Regulation, of the occurrences to be reported by each of them, in line with that objective, the list of occurrences should be divided following the categories to which reporters should refer, according to their respective situation, in accordance with Regulation (EU) No 376/2014.

(4) The measures provided for in this Regulation are in accordance with the opinion of the Committee established by Article 63 of Regulation (EC) No 216/2008 of the European Parliament and of the Council (²).

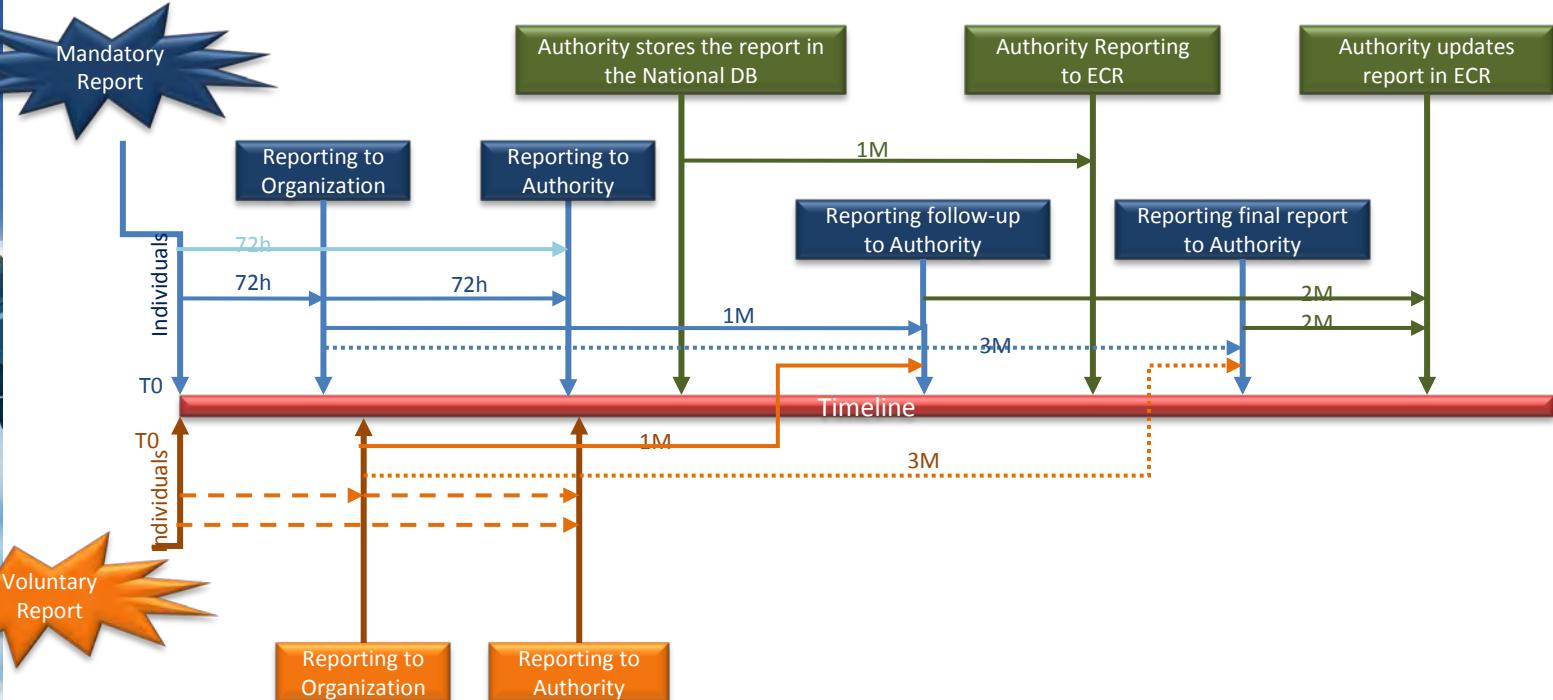
(1) OJ L 122, 24.4.2014, p. 18.
(2) Regulation (EC) No 216/2008 of the European Parliament and of the Council of 20 February 2008 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency, and repealing Council Directive 91/870/EEC, Regulation (EC) No 1192/2002 and Directive 2004/19/EC (OJ L 79, 19.3.2008, p. 1).



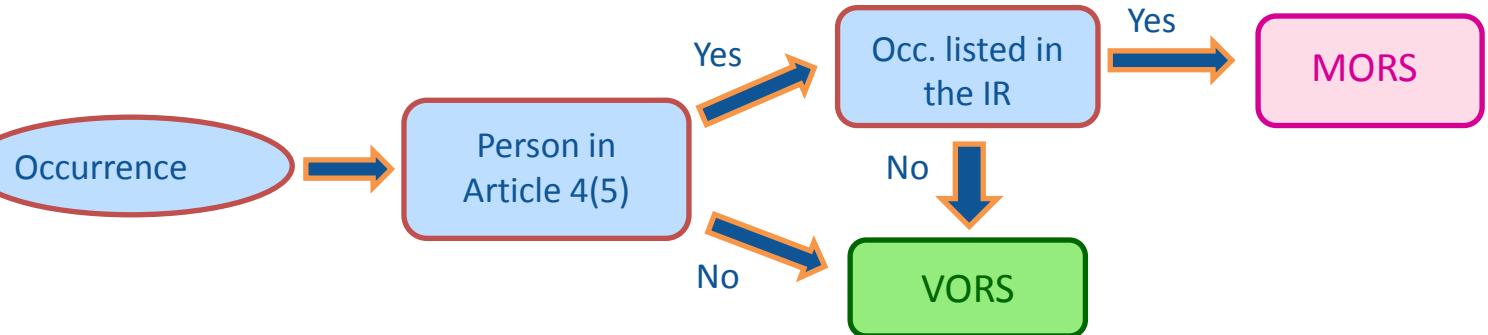
Materiale di guida

L'emissione delle linee guida l'implementazione del regolamento (EU) 376/2014 è prevista entro la fine dell'estate, ed ha questi obiettivi:

- Fornire una **interpretazione comune** dei requisiti normativi (applicazione corretta e uniforme)
- Spiegare e chiarire le eventuali **sovraposizioni** con altri requisiti normativi (ad es. Regolamento 139)
- Proporre **mezzi di rispondenza** e good practices



Mandatory vs Voluntary



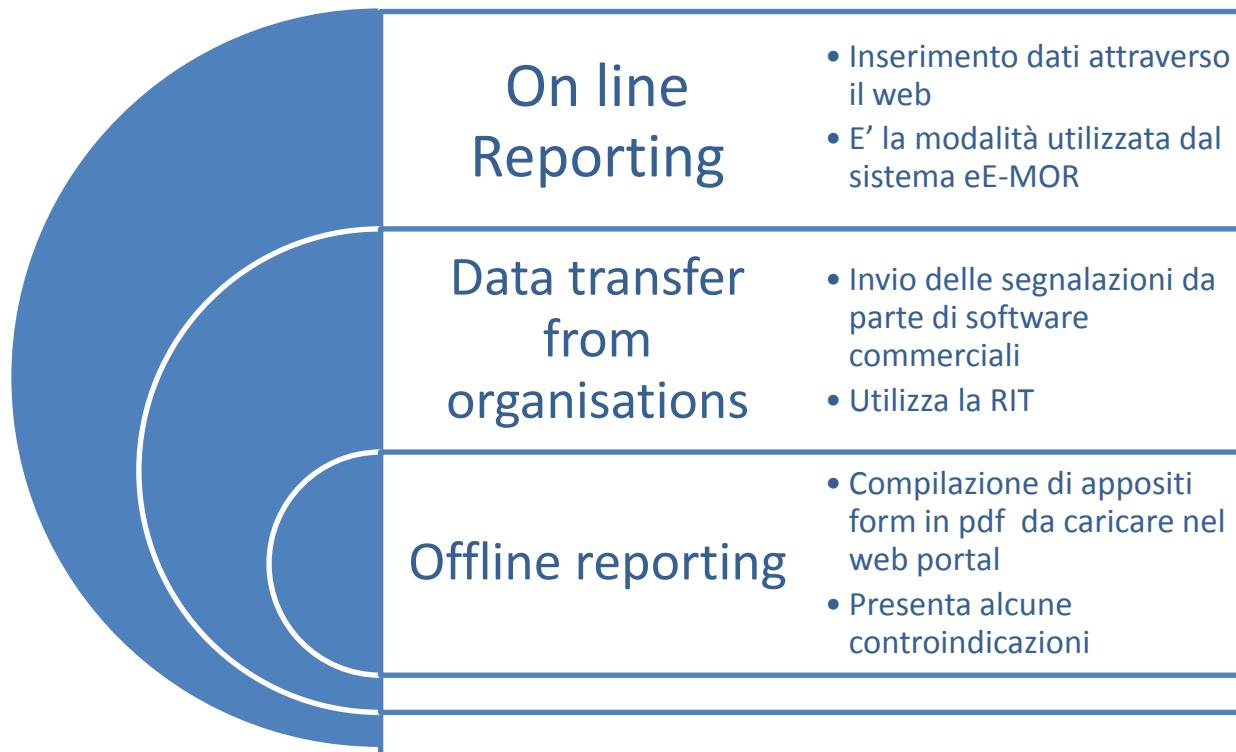


La compatibilità con Eccairs

- Viene introdotto il concetto della compatibilità Eccairs/ADREP per ridurre l'input manuale
- Sarà messo on line dall'EASA un “Reporting Portal”, attraverso il quale sarà possibile accedere ai sistemi nazionali di occurrence reporting
- Per semplificare le modalità di segnalazione sarà introdotta una tassonomia ridotta, definita RIT, che non avrà comunque un impatto pratico per gli utenti di WebDAS



La modalità di segnalazione





European Common Repository (ECR)

Individual



- Free format (C.A. Forms)

- Organisation Manual

Organisation



- ECCAIRS/ADREP Compatibility
- Reporting means
- Minimum Data Fields
- Risk Classification
- Data Quality checks

ECR



- ECCAIRS
- Minimum Data Fields
- EU Risk Classification
- Data Quality checks



Competent Authority



Standardizzazione dei report

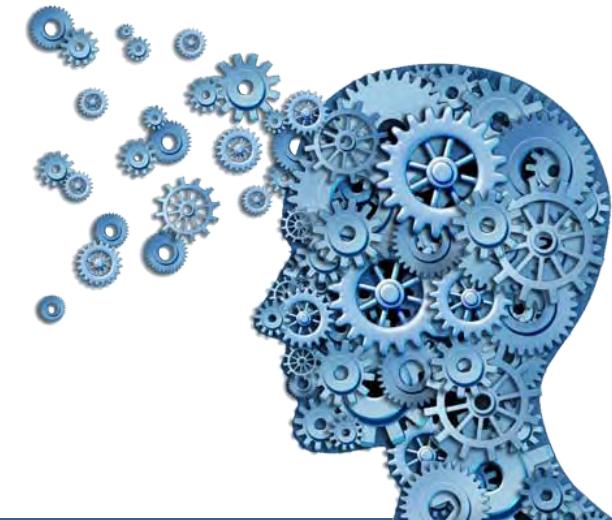


The European Occurrence Reports

- Regulation will support standardisation of occurrence reports across our community
 - Simple GA Report
 - Flight Operations Report
 - Aerodrome Report
 - ATM Report
 - Birdstrike Report
 - Dangerous Goods Report
 - Technical Report



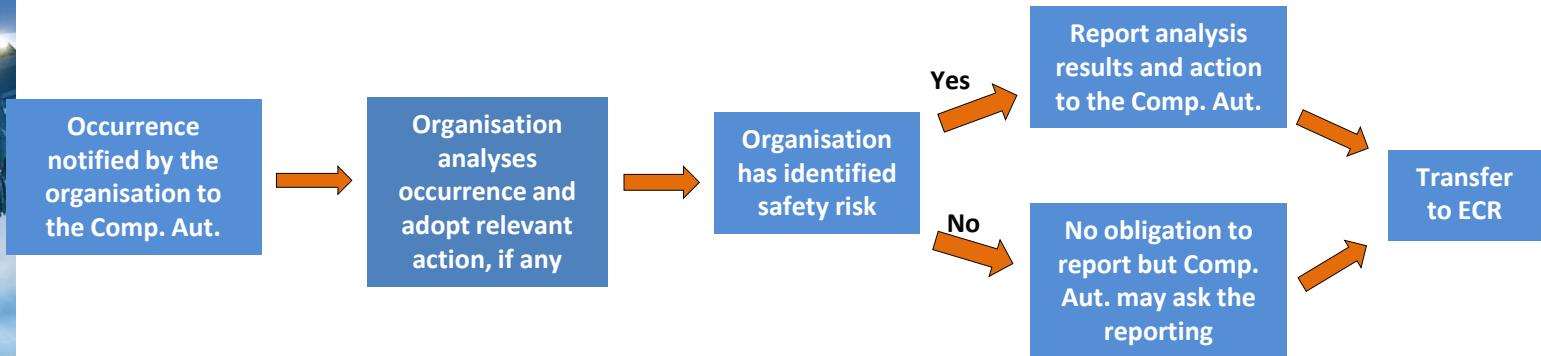
**Feedback gives us Knowledge
Analysis turns this into Intelligence**







L'analisi degli eventi





La classificazione del rischio

- Entro maggio 2017 verrà emesso dalla Commissione, in collaborazione con gli Stati membri ed EASA, tramite il NoA (Network of Analysts), un sistema comune europeo per la classificazione dei rischi (*European Risk Classification Scheme - ERCS*) che dovrà essere utilizzato dai paesi membri
- Tale sistema di classificazione sarà pubblicato sotto forma di Implementing Rules (IR)
- Le organizzazioni potranno continuare ad utilizzare il loro metodi per la classificazione del rischio (ad es. RAT, ARMS)



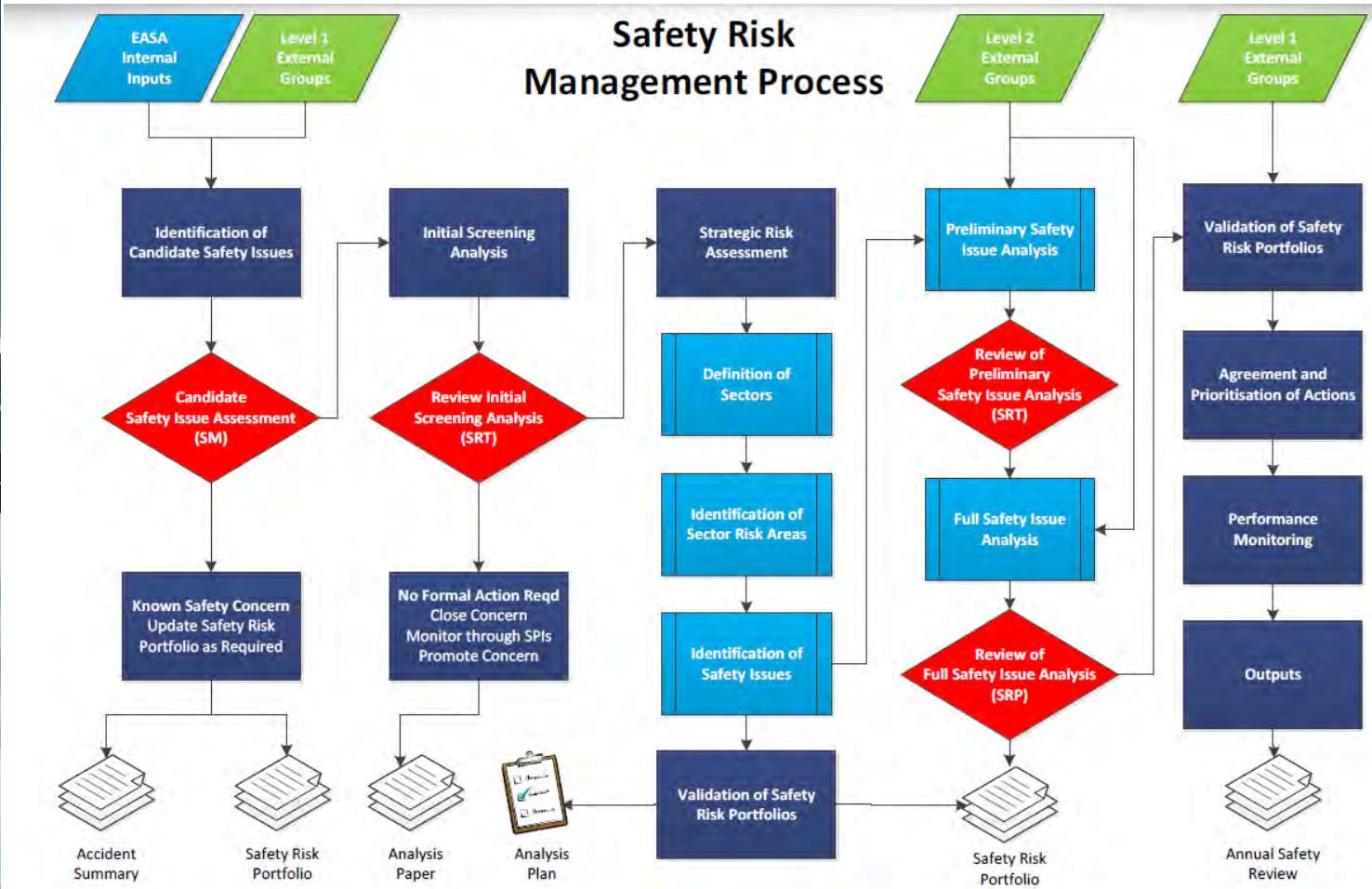
High Level Conference sulla Just Culture





Obblighi per le NAA

- Creare una banca dati nazionale centralizzata che raccolga le segnalazioni obbligatorie e volontarie
- Mettere in funzione delle apposite procedure per il controllo della qualità dei dati
- Effettuare direttamente l'analisi sugli eventi segnalati dagli individui ed individuare le azioni correttive o di prevenzione
- Attivare il monitoraggio sulle azioni messe in atto dalle organizzazioni (analisi ed azioni correttive)
- Fare il riesame della classificazione dei rischi, e, quando necessario, modificarle





Domande ?

