



**NON PUNITIVE REPORTING SYSTEM  
JUST CULTURE**

**BILLI MARIA**

# ICAO

- ICAO was created in 1944 to promote the safe and orderly development of international civil aviation throughout the world. It sets standards and regulation necessary for aviation safety, security, efficiency and regularity, as well as for aviation environmental protection.

***ICAO Member States are under the obligation to implement ICAO standards.***

# ANNEX 13

- In particular, Annex 13 to the ICAO Convention on International Civil Aviation states that '*States should establish formal incident reporting systems to facilitate collection of information on actual or potential safety deficiencies*' ( Chapter 7, par. 7.3 )

**Annex 13 is further complemented by provisions in a few other documents that refer to safety, such as**

- **DOC 4444 (PANS-ATM)**
- **DOC9426 – ATS Planning Manual**
- **DOC 9156 Accident-Incident Reporting Manual ( ADREP Manual )**
- **DOC 9756 Manual of Aircraft and Incident Investigation**

# European Community

- **Directive 94/56/EC (21 of November )** on the investigation of civil aviation accidents and incidents, transposes the main principles of ICAO Annex 13 in EU legislation. It establishes the fundamental principles governing the investigation of civil aviation accidents and incidents. It also acknowledges that the sole aim of the technical investigation is to draw lessons that could prevent future accidents and that the safety recommendations are not designed to apportion blame or liability. It provides almost no protection for individuals involved in, or reporting an , incident.

- The directive defines 'incident' as an occurrence, other than an accident, associated with the operation of an aircraft which affects or would affect the safety of operation.
- **Directive 2003/42/EC ( 13 of June )** on occurrence reporting in civil aviation represents a positive step in protecting and encouraging people to report safety incidents. This constitutes a clear recognition at European level of the need for such protection in the interest of aviation safety

# EUROCONTROL

## ESARR 2

**Phased implementation from 2000**

**Entails the requirements to report and assess ATM Safety occurrences**

**States to report safety data to EUROCONTROL**

**However, 7 years later – we still do not have full reporting by all States**

EUROPEAN ORGANISATION FOR THE SAFETY OF  
AIR NAVIGATION



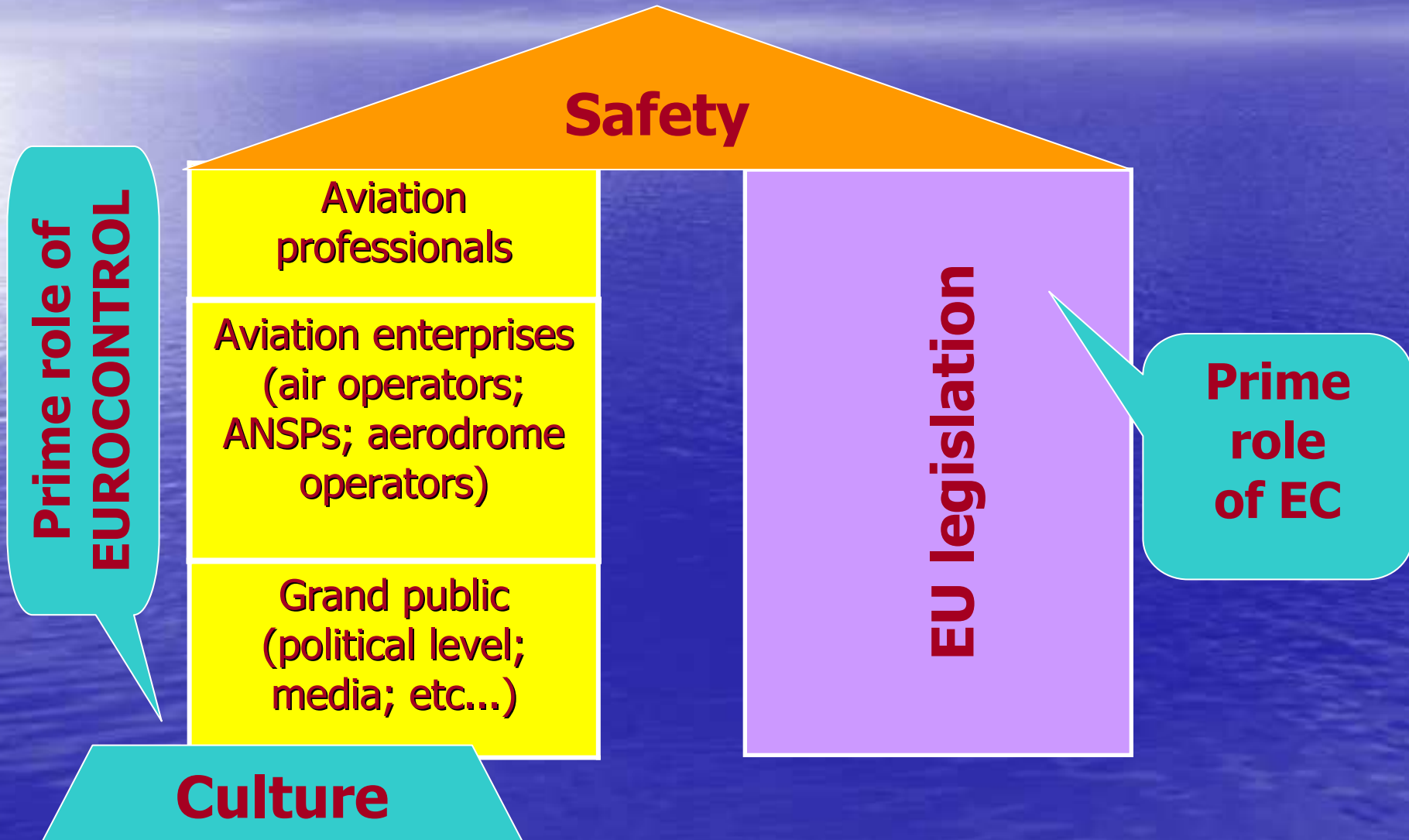
EUROCONTROL SAFETY REGULATORY REQUIREMENT  
(ESARR)

### ESARR 2

REPORTING AND ASSESSMENT  
OF SAFETY OCCURRENCES IN  
ATM

Edition	: 2.0
Edition Date	: 08-11-2000
Status	: Released Issue
Class	: General Public

# 2 interacting pillars



## **EUROCONTROL definition of Just Culture**

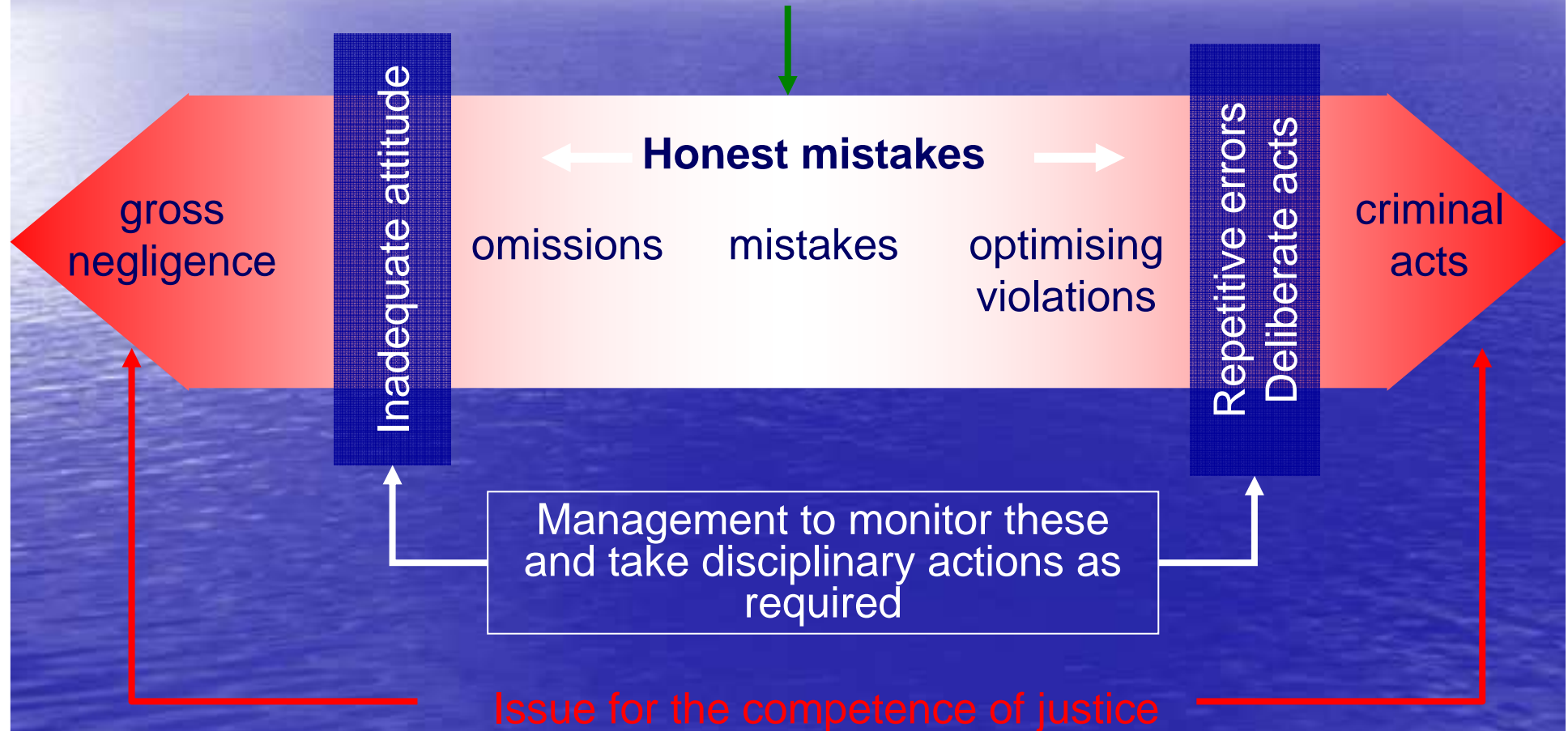
- A culture in which front line operators or others are not punished for actions, omissions or decisions taken by them that are not commensurate with their experience and training, but where gross negligence, willful violations and destructive acts are not tolerated.

## What does Just Culture mean?

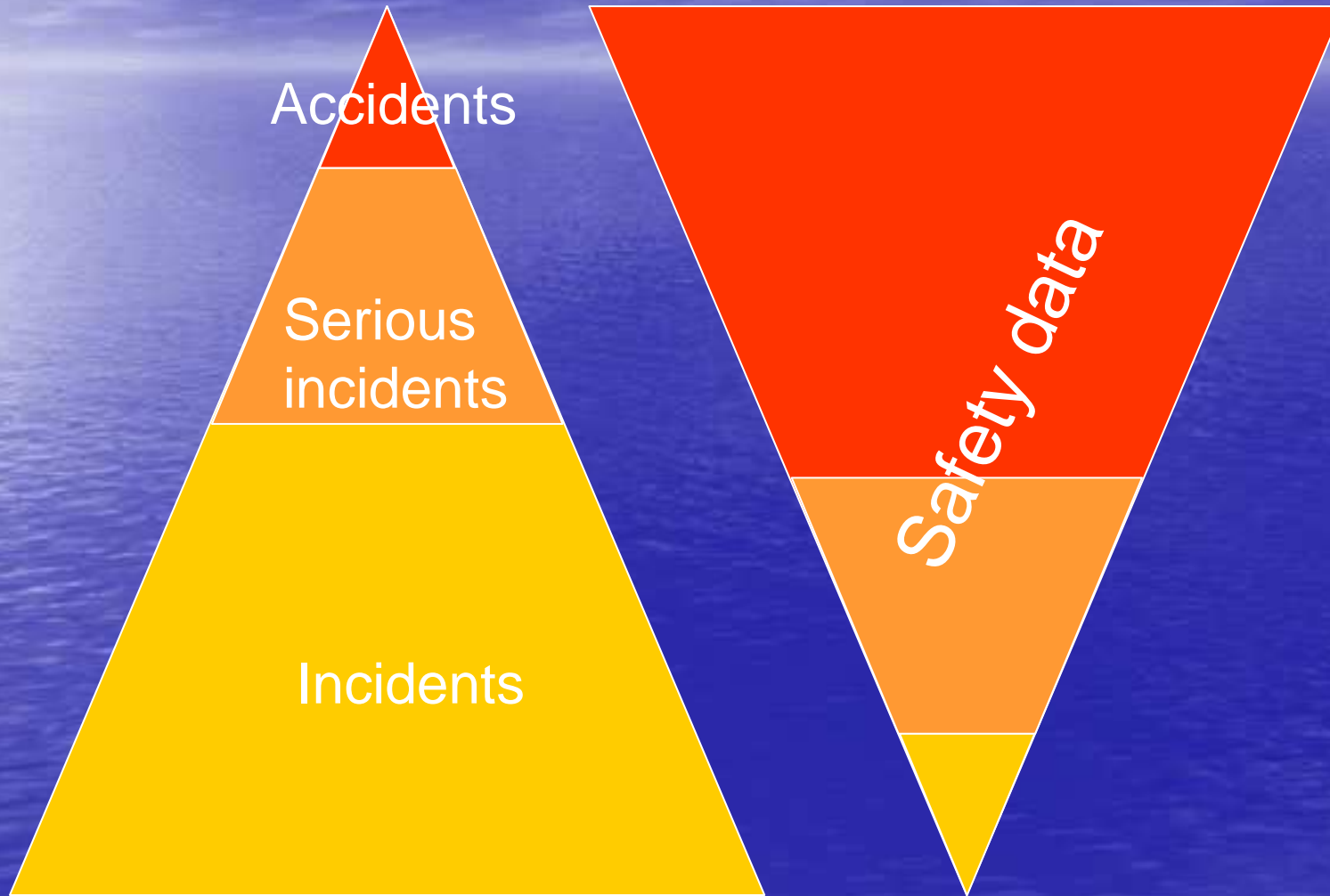
- A Just Culture promotes an atmosphere of trust in which people are encouraged, even rewarded, for providing essential safety related information.
- A Just Culture is one in which the boundaries between justifiable error and criminal activity leading to possible prosecution is understood by all parties.
- A Just Culture is an enabler to a learning organisation
- A Just Culture provides information so that proactive safety management can take place

# Just Culture

SMS to address these for the single purpose of improving safety



# Data versus facts



# Safety Culture

- Safety Culture is about
  - reporting
  - information exchange
  - learning
  - flexibility

**Safety Culture is  
positive in all aspects**

Data collection, without analysis... is useless!!  
Sharing of critical safety information improves implementation of safety measures and *reduces duplication of effort.*

**Almost all Data  
is Lost Forever**





# AIRLINES

Airlines have very advanced incident reporting systems (MORs- Mandatory Occurrence Reporting systems)

- It's a matter of prestige for companies
- It's a matter of survival for pilots

# BEST EXAMPLES

## UK NATS

- the United Kingdom has been operating a Mandatory Occurrence Reporting Scheme for over 30 years
- only minor adjustments needed to comply with Art 4 - EC Directive 2003/42
- currently has 171,359 reports

## NAVIAIR

In 2001, a new law was passed by the Danish Parliament, mandating the establishment of a compulsory, strictly non-punitive and strictly confidential system for the reporting of aviation incidents.

The reporting system started to operate on the 15<sup>th</sup> of August 2001.

NAVIAIR received 20 reports from Air Traffic Controllers during the first 24 hours after starting.

One year later NAVIAIR had received 980 reports- compared to the previous year's 15 reports.

# NON PUNITIVE REPORTING SYSTEM

- Compulsory
- Strictly non-punitive
- Strictly confidential
  
- TRUST with our management
- TRUST among our members

*Questions ?*

