



376/2014 och tekniska krav på händelserappporter som inkommer till Transportstyrelsen

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Vad ska rapporteras?

Article 4

Article 4

Mandatory reporting

1. Occurrences which may represent a significant risk to aviation safety and which fall into the following categories shall be reported by the persons listed in paragraph 6 through the mandatory occurrence reporting systems pursuant to this Article:

- (a) occurrences related to the operation of the aircraft, such as:
 - (i) collision-related occurrences;
 - (ii) take-off and landing-related occurrences;
 - (iii) fuel-related occurrences;
 - (iv) in-flight occurrences;
 - (v) communication-related occurrences;
 - (vi) occurrences related to injury, emergencies and other critical situations;
 - (vii) crew incapacitation and other crew-related occurrences;
 - (viii) meteorological conditions or security-related occurrences;
- (b) occurrences related to technical conditions, maintenance and repair of aircraft, such as:
 - (i) structural defects;
 - (ii) system malfunctions;
 - (iii) maintenance and repair problems;
 - (iv) propulsion problems (including engines, propellers and rotor systems) and auxiliary power unit problems;

Vad ska rapporteras?

Article 4

- (d) occurrences related to aerodromes and ground services, such as:
 - (i) occurrences related to aerodrome activities and facilities;
 - (ii) occurrences related to handling of passengers, baggage, mail and cargo;
 - (iii) occurrences related to aircraft ground handling and related services.

- Varje organisation ska även ha ett etablerat system för rapportering av händelser som inte är obligatoriska att rapportera

- Kompletterande information om händelser att rapportera:
 - **2003/42/EC** Occurrence reporting in civil aviation
 - **2015/1018** Implementing regulation

Vem ska rapportera?


Article 4


- ➔ (a) the pilot in command, or, in cases where the pilot in command is unable to report the occurrence, any other crew member next in the chain of command of an aircraft registered in a Member State or an aircraft registered outside the Union but used by an operator for which a Member State ensures oversight of operations or an operator established in the Union;
- ➔ (b) a person engaged in designing, manufacturing, continuous airworthiness monitoring, maintaining or modifying an aircraft, or any equipment or part thereof, under the oversight of a Member State or of the Agency;
- ➔ (c) a person who signs an airworthiness review certificate, or a release to service in respect of an aircraft or any equipment or part thereof, under the oversight of a Member State or of the Agency;
- ➔ (d) a person who performs a function which requires him or her to be authorised by a Member State as a staff member of an air traffic service provider entrusted with responsibilities related to air navigation services or as a flight information service officer;
- ➔ (e) a person who performs a function connected with the safety management of an airport to which Regulation (EC) No 1008/2008 of the European Parliament and of the Council ⁽¹⁾ applies;
- ➔ (f) a person who performs a function connected with the installation, modification, maintenance, repair, overhaul, flight-checking or inspection of air navigation facilities for which a Member State ensures the oversight;
- ➔ (g) a person who performs a function connected with the ground handling of aircraft, including fuelling, loadsheet preparation, loading, de-icing and towing at an airport covered by Regulation (EC) No 1008/2008.


7. The persons listed in paragraph 6 shall report occurrences within 72 hours of becoming aware of the occurrence, unless exceptional circumstances prevent this.


Common mandatory data fields


Annex I


- *Rapportör**  (1) **Headline**

 - Headline
- TS**  (2) **Filing Information**

 - Responsible Entity
 - File Number
 - Occurrence Status
- *Rapportör**  (3) **When**

 - UTC Date
- *Rapportör**  (4) **Where**

 - State/Area of Occurrence
 - Location of Occurrence
- TS**  (5) **Classification**

 - Occurrence Class
 - Occurrence Category
- *Rapportör**  (6) **Narrative**


 - Narrative Language
 - Narrative

Common mandatory data fields

Annex I

TS  (7) Events

— Event Type

TS  (8) Risk classification

Aircraft-related data fields

Rapportör  (1) Aircraft Identification

— State of Registry

— Make/Model/Series





— Aircraft serial number

— Aircraft Registration

— Call sign

Aircraft-related data fields

Annex I

- Rapportör  (2) Aircraft Operation
- Operator
 - Type of operation
- Rapportör  (3) Aircraft Description
- Aircraft Category
 - Propulsion Type
 - Mass Group
- Rapportör  (4) History of Flight
- Last Departure Point
 - Planned Destination
 - Flight Phase
- Rapportör  (5) Weather
- Weather relevant

Analys och uppföljning

Article 13

- Varje organisation ska etablera en process för att analysera händelser samt vidta reaktiva och förebyggande åtgärder
- När en flygsäkerhetsrisk identifierats som ett resultat av en analys ska preliminära resultat samt vidtagna åtgärder rapporteras till Transportstyrelsen inom 30 dagar
- Organisationen ska senast tre månader efter händelsen är rapporterad rapportera de slutgiltiga resultaten av analysen



Tekniska krav på inrapportering

Sätt att rapportera till Transportstyrelsen

1. "System till system" där rapportdata (E5F) från rapportören överförs till Transportstyrelsen webbtjänst.
 - Enstaka filer överförs till transportstyrelsen
 - Inga bilagor kan skickas
2. "System till system" där E5X-filer från rapportören överförs till Transportstyrelsen.
 - Flera filer kan skickas i en "batch"
 - Möjlighet att skicka med bilagor

3. Transportstyrelsens webbformulär

<http://www.transportstyrelsen.se/sv/luftfart/e-tjanster-och-blanketter/e-tjanster-inom-luftfart/luftfartstjanster/rapportera-luftfartshandelse/Rapportera-luftfartshandelse/>

Anonymitet

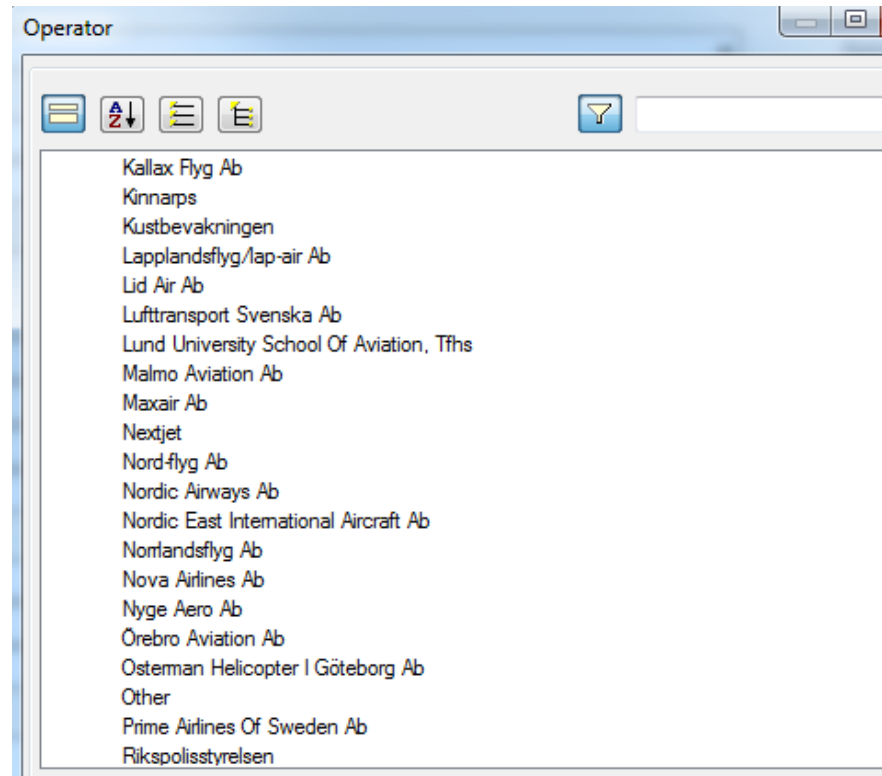
Rapportering via vår webbservice

- Rapportering enligt EASA-taxonomin

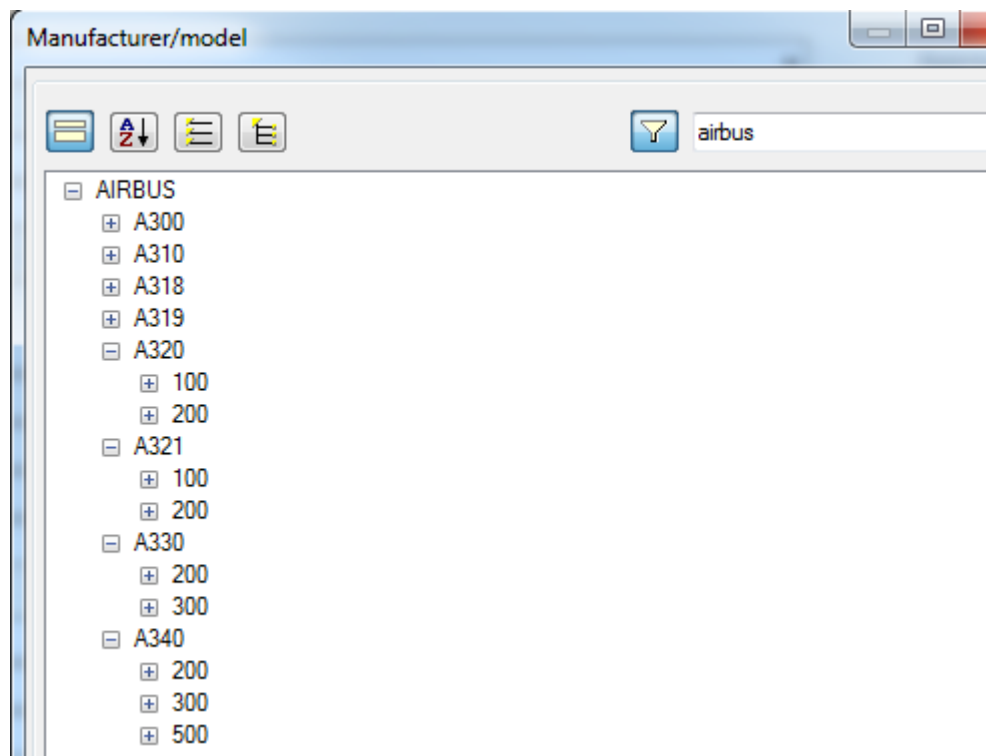
EASA-taxonomi

- Attribut som man rapporterar in genom t.ex.
 - Headline (fritext)
 - Narrative (fritext)
 - Location (fritext)
 - Operator (valbara värden)
 - Aircraft registration (fritext)
 - Manufacturer/model (valbara värden)

Operator



Manufacturer/model




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      <Mass_Group attributeId="319">5</Mass_Group>
```

Taxonomi

Attribut ID



```
Manufacturer_Model attributeId="21">4682</Manufacturer_Model>  
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Call_Sign attributeId="54">AAA123</Call_Sign>  
Last_Departure_Point attributeId="167">999163</Last_Departure_Point>  
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```

Taxonomi

Attribut ID Värde från taxonomin



```
<Manufacturer_Model attributeId="21">4682</Manufacturer_Model>  
<Aircraft_Category attributeId="32">17</Aircraft_Category>  
<Call_Sign attributeId="54">AAA123</Call_Sign>  
<Last_Departure_Point attributeId="167">999163</Last_Departure_Point>  
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Taxonomi

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<State_Of_Registry attributeId="281">179</State_Of_Registry>  
<Mass_Group attributeId="319">5</Mass_Group>
```

Rapportering via webbservice

- Obligatoriska fält
- Validering
- Testmiljö
- Handbok

Tidslinje

- Transportstyrelsen går ut med information om att hantering av E5X och E5F är möjlig
 - Mail
 - Transportstyrelsen.se
- Ansökan webbtjänst
- Transportstyrelsen publicerar detaljinformation för anslutning
- Testmiljö
- Produktion

Observera angående e-post!

Idag finns även möjligheten att använda e-post för inrapportering. Detta alternativ kommer successivt att fasas ut eftersom det sättet att rapportera inte är i linje med kraven i EU-förordning 376/2014 (artikel 7 punkt 4).

Dispens inrapportering via e-post 6mån

Vad händer hos oss idag?

- Vi bygger om vårt försystem
- Vi bygger om våra möjligheter att ta emot rapporter på ett effektivt och säkert sätt (inkl uppdaterade webbtjänster och webbformulär)
- Vi testar vår kommande lösning
- Produktionssättning under våren

Vad använder vi händelserapporterna till?

**Insamling och
kvalitetssäkring
av data**

**Sammanställning
av statistik och
analysunderlag**

**Avdelnings-
gemensamma
analyser**

- Behov av återkoppling från branschen för att främja en hög rapporterings- och säkerhetskultur

Frågor

- Vid frågor kontakta mig på:
alexander.rostberg@transportstyrelsen.se