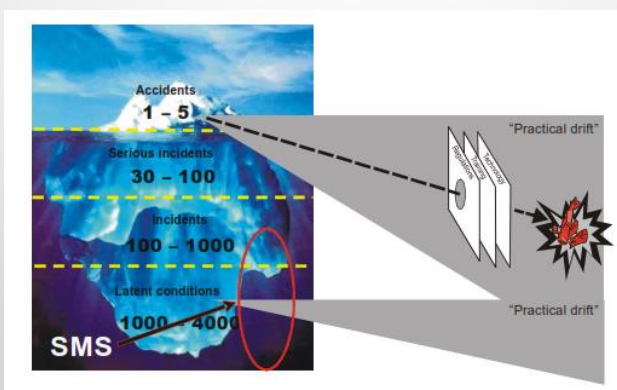


Nacionalni sistem izvještavanja o događajima od značaja za sigurnost vazduhoplova

Radomir Janjušević,
Saobraćajni pilot – kapetan,
CAA Safety Advisor

1 .Cilj prijavljivanja

- To facilitates the collection of information on actual or potential safety deficiencies thus contributing to the identification and implementation of safety improvement measures.



2 .Pojam prijavljivanja

- **Safety reporting** is the filing of reports and collection of information on actual or potential safety deficiencies.
- **Safety occurrence** is the term used to embrace all events which have, or could have significance in the context of aviation safety, ranging from [accidents link ICAO annex 13](#) and **serious incidents**, through incidents or events that must be reported **regulation 42/2003**, to occurrences of lesser severity which, in the opinion of the reporter could have safety significance.

4.7.2003

EN

Official Journal of the European Union

L 167/23

DIRECTIVE 2003/42/EC OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL
of 13 June 2003
on occurrence reporting in civil aviation

3 .Međunarodni zahtjevi

- ICAO
 - [Annex 13](#) chapter 8
 - [Doc 9859](#) – Safety Management Manual.
- EASA
 - [EU Regulation 2003/42](#)

Incident reporting systems

8.1 A State shall establish a mandatory incident reporting system to facilitate collection of information on actual or potential safety deficiencies.

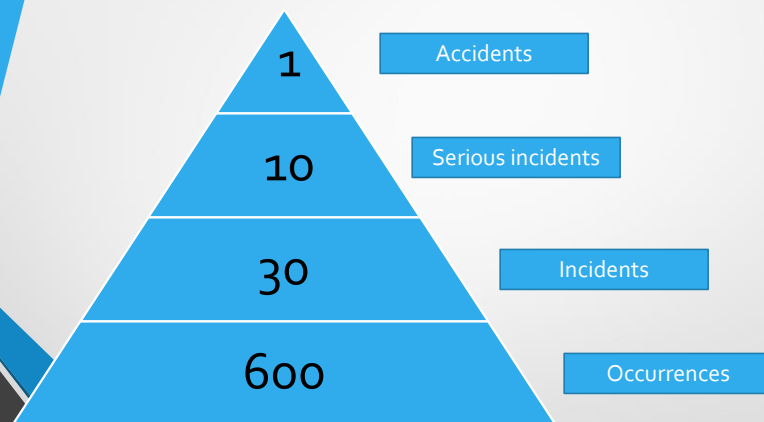
8.2 **Recommendation.**— *A State should establish a voluntary incident reporting system to facilitate the collection of information that may not be captured by a mandatory incident reporting system.*

8.3 A voluntary incident reporting system shall be non-punitive and afford protection to the sources of the information.

4. Mandatory

- The provisions in Chapter 8 of ICAO Annex 13 require the States to establish mandatory incident reporting (MOR) systems to facilitate the collection of information on actual or potential safety deficiencies.
- In Europe, the Directive 2003/42/EC on occurrence reporting in civil aviation establishes requirements for mandatory reporting of occurrences which, if not corrected, would endanger the safety of aircraft, its occupants or any other person. (see [further reading](#))
- In mandatory reporting systems operational personnel are required to report accidents and certain types of incidents.
- Directive 2003/42/EC defines a detailed list of safety occurrences to be reported by aviation service provider organizations in Europe. The safety occurrences are grouped in the following domains:
 - Aircraft flight operations
 - Aircraft technical
 - Aircraft maintenance and repair
 - Air navigation services, facilities and ground services

5. Voluntary



A proactive process and related arrangements for collecting information about safety concerns, issues and hazards, which otherwise will not be revealed by a mandatory reporting system.

6. Personal data protection (Zaštita ličnih podataka)

The objective of mandatory occurrence reporting is to prevent safety occurrences, such as accidents and incidents, not to attribute blame or liability if they happen.

- The person filing a safety report needs to have the strong assurance from the regulatory authority and the employer that prosecution or punitive actions such as suspension of license will not be sought unless the unsafe act is deliberately committed or gross negligence is demonstrated.
- Such assurance includes confidentiality of reporting and sole use of reported data for safety improvement. Protecting identities in the reports is a good practice adopted by many States.
- A positive safety culture in the organization creates the kind of trust necessary for a successful occurrence reporting system. The culture must be error-tolerant and just. In addition, the reporting system needs to be perceived as being fair in the way unintentional errors and mistakes are treated.

7. A Just Culture implies that, as far as possible:

- Reports will be confidential;
- Prosecution or punishment will not follow reports of unpremeditated or accidental breaches of regulations;
- Employers will not take punitive action following reports of unpremeditated or accidental breaches of regulations or procedures.

8. Voluntary non-punitive incident reporting systems

- [Dobrovoljno obavještanje](#)
(čl.8 Pravilnika o obavještanju – SL CG 14/2013)

9. Nacionalni propisi

- **ZAKON O VAZDUŠNOM SAOBRAĆAJU** (SL CG 30/2012. od 08.06.2012)
 - [Obavezno obavještanje – čl.129](#)
 - Dobrovoljno obavještanje – čl.130
 - Zaštita podataka – čl.130 stav 3
 - Kaznene odredbe – čl.166 stav 10
- **PRAVILNIK o načinu obavještanja, ispitivanja, analiziranja i postupanja sa podacima o ugrožavanju sigurnosti, nesrećama i ozbiljnim nezgodama vazduhoplova (Sl.1. CG br. 14/2013)**
 - U ovaj pravilnik prenešena je Direktiva 2003/42/EC Parlamenta i Savjeta Evrope od 13. juna 2003. godine
 - Ovim pravilnikom su, uz prilagođavanje pravu Crne Gore, prenijete:
 - Uredba Komisije (EZ) br. 1330/2007 od 24. septembra 2007. godine
 - Uredba Komisije (EZ) br. 1321/2007 od 12. novembra 2007. godine
 - Kontakt lice

9. Nacionalni propisi

- Obrasci za prijavu događaja

10. Nacionalni sistem prijavljivanja događaja od značaja za sigurnost

- Prikupljanje prijava
- Unos u bazu
- Razmjena sa nacionalnom komisijom
- Analiza
- Izrada izvještaja koji podrazumjevaju safety mjere eventualno prikazati izvještaj i prikazati da je deidentifikovana.



11. Nacionalna komisija za istraživanje nesreća i ozbiljnih nezgoda vazduhoplova

1. vrši istraživanje **nesreća i ozbiljnih nezgoda** vazduhoplova, a po svojoj procjeni obavlja poslove istraživanja nezgoda vazduhoplova i događaja koji ugrožavaju sigurnost;
2. daje sigurnosne preporuke radi poboljšanja sigurnosti u vazдушnom saobraćaju;
3. vodi Nacionalnu bazu podataka o nesrećama, ozbiljnim nezgodama, nezgodama vazduhoplova i događajima koji ugrožavaju sigurnost;
4. dostavlja podatke iz Nacionalne baze podataka međunarodnim organizacijama, u skladu sa zaključenim međunarodnim ugovorima;
5. sarađuje sa drugim istražnim organima za istragu vazduhoplovnih nesreća među članicama ICAO-a;
6. objavljuje rezultate istrage uz poštovanje načela tajnosti;
7. predlaže i ažurira listu nezavisnih stručnjaka za istragu nesreća i ozbiljnih nezgoda;
8. dostavlja Vladi godišnji izvještaj o radu, do 31. marta tekuće za prethodnu godinu;
9. obavlja i druge poslove od značaja za istraživanje nesreća i ozbiljnih nezgoda vazduhoplova.

Ozbiljne nezgode /
Serious incidents

Nesreće / Accidents

12. Međunarodna iskustva



EVAIR (EUROCONTROL Voluntary ATM Incident Reporting)



[Agencija za istraživanje
nesreća u zračnom,
pomorskom i željezničkom prometu,
Hrvatska](#)

12. Međunarodna iskustva

- WW II** Industry and Military recognized value of voluntary incident reporting
- 1958** Need for U.S. Incident Data System raised during FAA Enactment Hearings
- Oct. 1974** United Airlines incident foreshadowed TWA 514 Accident
- Dec. 1974** TWA 514 Accident
- Apr. 1975** Study of the National Air Transportation System as a Result of the Secretary's Task Force on the FAA Safety Mission
- May 1975** Aviation Safety Reporting Program (ASRP) Implemented (FAA)
- May 9, 1975** Advisory Circular 00-46 Issued
- Apr. 1976** Aviation Safety Reporting System (ASRS) Established (NASA/FAA)



Aviation Safety Reporting System

6



12. Međunarodna iskustva

- Total Program Report Intake = **1,059,600**
- Total Report Intake for 2012 = **71,540**
- An increase of 118% since 1997
- Averaging 5,962 reports per month, 285 per working day

Monthly Report Intake
(January 1981 – December 2012)

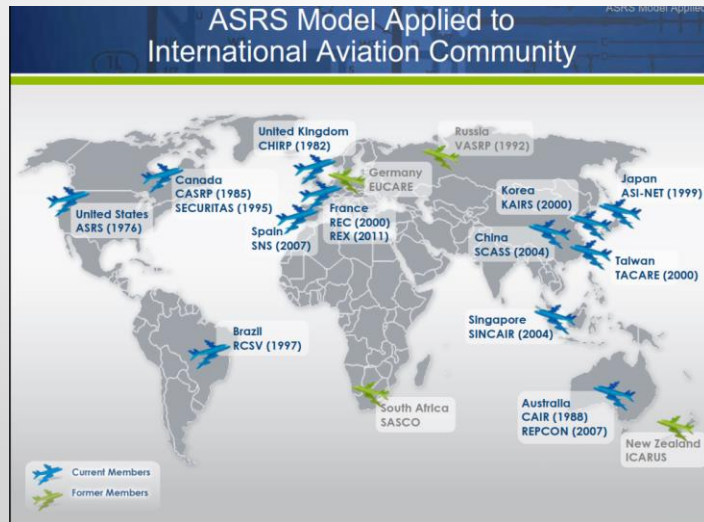


Aviation Safety Reporting System

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12. Međunarodna iskustva



12. Međunarodna iskustva



FLY SAFELY

