

What is the SNS for?

The lessons learned from studying accidents and incidents help to prevent them. Thus, reporting and analysing general aviation occurrences directly leads to improved aviation safety throughout the entire aviation community.

In Spain, AESA's Occurrence Reporting System (SNS in Spanish) is tasked with gathering and analysing information on occurrences.

Currently, little information is received on general, leisure and sports aviation. By reporting occurrences, you contribute to safety, provide your point of view and satisfy your legal obligations.

A report is not meant to denounce or complain, its only goal is prevention.

Example. The same event, an airspace infringement, can be:

Reporting an occurrence:

When reviewing a flight, the instructor notices that the student, when replanning the flight due to clouds, flies over a dangerous area by mistake.

Denouncing:

xxx is hereby informed that the aforementioned aircraft flew over a dangerous area. I request an investigation of the event and, if warranted, that the proper corrective or punitive measures be taken.

Complaining:

Although the syllabus was covered, I think the instructor should reinforce the aspects involved in replanning.

Contact information

Agencia Estatal de Seguridad Aérea

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More information on the AESA website:
<http://www.seguridadaerea.gob.es>

Click on:

> Gestión de riesgos para la seguridad

And then on:

> Sistema de Notificación de Sucesos (SNS)

Basic regulations

- [*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
- [*Commission Implementing Regulation \(EU\) 2015/1018](#) of 29 June 2015 laying down a list classifying occurrences in civil aviation to be mandatorily reported.
- Annex II of Regulation (EC) no. 216/2008 of the European Parliament and of the Council of 20 February 2008
- Law 1/2011 of 4 March, which lays out the Spanish State Safety Programme (PESO), established by Law 1/2011 of 4 March, and amends Law 21/2003 of 7 July on Aviation Safety.



Occurrence Reporting System General and Sports Aviation

Courtesy Translation



**REPORT,
FLY SAFELY**



MINISTERIO
DE FOMENTO



What is an occurrence?

- Any safety-related event, including accidents and serious incidents that endanger or could endanger an aircraft, its occupants or any other person.

Why report it?

- Because the goal is to improve safety, which is why the information is completely confidential. No actions are taken against the reporter or any individuals mentioned.

A report is not meant to denounce or complain, its only goal is prevention.

Who has to report?

- The following are required to report
 - Pilots
 - Many aerodromes, flight schools, air traffic controllers, maintenance technicians, etc. *
- Mandatory reporting is not applicable, among others,* to historic aircraft and to two-seater land aeroplanes or helicopters with a MTOM below 450 kg involved in an occurrence, though voluntary reports can always be submitted.

If you've been involved in or witnessed any occurrence that could jeopardise aviation safety and don't want it to happen again, please report it.

What, when and how to report

- Check the list of general and sports aviation occurrences required to be reported in **Annex V** of [Commission Implementing Regulation \(EU\) 2015/1018](#).
- It's important to report occurrences as soon as possible in case that urgent measures have to be taken. For this reason, do it within 72 hours.
- To inform AESA, pilots just need to send an email. You can use our form or one provided by your flight club, but it must be sent in to AESA.
- You can also file the report online at the European portal, www.aviationreporting.eu/.

Report with an email to AESA

The Law and the Regulation protect you

- The goal is to improve aviation safety, which is why we are bound by the principles of fair culture.
- By law, if there are no signs of wilful misconduct or gross negligence
 - the information is completely confidential and
 - no **recriminatory measures** can be taken against the reporter or any other individual mentioned.

- To protect the reporter even more, the report:
 - is **disidentified** (no personal data)
 - is **destroyed** when the investigation is complete.

What happens with the reports?

- At AESA, we analyse every report to identify hazards, assess their risks and specify corrective and mitigating measures.

To achieve this, every occurrence:

- is reviewed by a multidisciplinary group of experts and
- processed in a database to conduct safety studies.

Moreover, the most significant occurrences are closely tracked.

This process allows us to take measures, issue safety recommendations, etc.

If General, Leisure and Sports Aviation are your passion,

REPORT.

We need your help to prevent aviation accidents.