Occurrence Reporting

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Law

What is the EU planning?

Unmanned aircraft systems – reporting safety occurrences

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- In preparation
- Upcoming
- Draft act
  - Feedback: Upcoming
- Commission adoption
  - Planned for
  - Fourth quarter 2025

About this initiative

Summary

Regulation 2015/1018 contains a list of safety occurrences that must be reported in different areas of civil aviation, but unmanned aircraft systems (UAS) are not sufficiently covered.

This initiative amends that list to include UAS-specific safety occurrences that must be reported. This will:

- improve reporting
- prevent accidents and serious incidents.

Topic	Transport
Type of act	Implementing regulation
Committee	C10000

Draft act

Feedback: Upcoming

Commission adoption

Planned for
Fourth quarter 2025

Occurrence Reporting

- **Relevant EU Rules:**
  - Regulation (EU) No 996/2010 of 20 October 2010 on the investigation and prevention of accidents and incidents in civil aviation
  - Regulation (EU) No 376/2014 of 3 April 2014 on the reporting, analysis and follow-up of occurrences in civil aviation
  - **Implementing Regulation (EU) 2015/1018 of 29 June 2015 laying down a list classifying occurrences in civil aviation to be mandatorily reported according to Regulation (EU) No 376/2014**
  - Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency ("Framework Regulation")
  - Implementing Regulation (EU) 2019/947 of 24 May 2019 on the rules and procedures for the operation of unmanned aircraft ("Regulation 947")

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Relevant provisions

- Regulation 947:
  - Article 19(2): "**Each UAS operator shall report to the competent authority on any safety-related occurrence** and exchange information regarding its UAS in compliance with Regulation (EU) No 376/2014".
  - Article 18: competent authorities to develop "a risk-based oversight system for [...] model clubs and associations that hold an authorisation referred to in Article 16".
- Regulation 376/2014:
  - Article 3(2): does not apply to "occurrences and other safety-related information involving unmanned aircraft for which a certificate or declaration is not required pursuant to Article 56(1) and (5) of Regulation (EU) 2018/1139, **unless the occurrence or other safety-related information involving such unmanned aircraft resulted in a fatal or serious injury to a person or it involved aircraft other than unmanned aircraft**."

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Relevant provisions

- Regulation 996/2010:
  - Article 2(5) and 2(17):
    - **Fatal injury**: an injury which is sustained by a person in an accident and which results in his or her death within 30 days of the date of the accident
    - **Serious injury**: an injury which is sustained by a person in an accident and which involves one of the following: (a) hospitalisation for more than 48 hours, commencing within 7 days from the date the injury was received; (b) a fracture of any bone (except simple fractures of fingers, toes, or nose); (c) lacerations which cause severe haemorrhage, nerve, muscle or tendon damage; (d) injury to any internal organ; (e) second or third degree burns, or any burns affecting more than 5 % of the body surface; (f) verified exposure to infectious substances or harmful radiation.
- Implementing Regulation 2015/1018:
  - List classifying occurrences to be referred to when reporting: specific categories for “aircraft other than complex motor-powered aircraft, including sailplanes and lighter-than-air vehicles”. No specific categorization is made for unmanned aircraft or their operation under the open category or within the framework of model aircraft clubs and associations (Article 16 of Regulation 947).

Occurrence Reporting

So what does this all this mean?

All occurrences involving unmanned aircraft, thus also model aircraft, must be reported when such occurrence:

- **Results in a fatal or serious injury to a person (including injuries with serious bleeding or nerve or tendon damage and serious bone fractures); or**
- **Involves a manned aircraft.**

Occurrence Reporting

In practice:

- Very different implementation in Member States:
  - Specific reporting requirements within Art 16 Authorisation?
  - Reporting obligation:
    - All occurrences
    - Only serious injuries or fatalities as well as manned aircraft
  - Reporting tool:
    - EU aviation occurrence portal: https://aviationreporting.eu/
    - National Reporting Portals
    - Association Reporting Portals
  - Insurance information
- **Massive Difference between Rules and Practice!**