

SOUTH AFRICAN



CIVIL AVIATION
AUTHORITY

SOUTH AFRICAN CIVIL AVIATION AUTHORITY

Centralised Occurrence Reporting



Date: 18 December 2024

Presented by: Keboitihetse Fredy Tong

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journey to a
sustainable and safe
aviation future!



Keeping you safe in the sky

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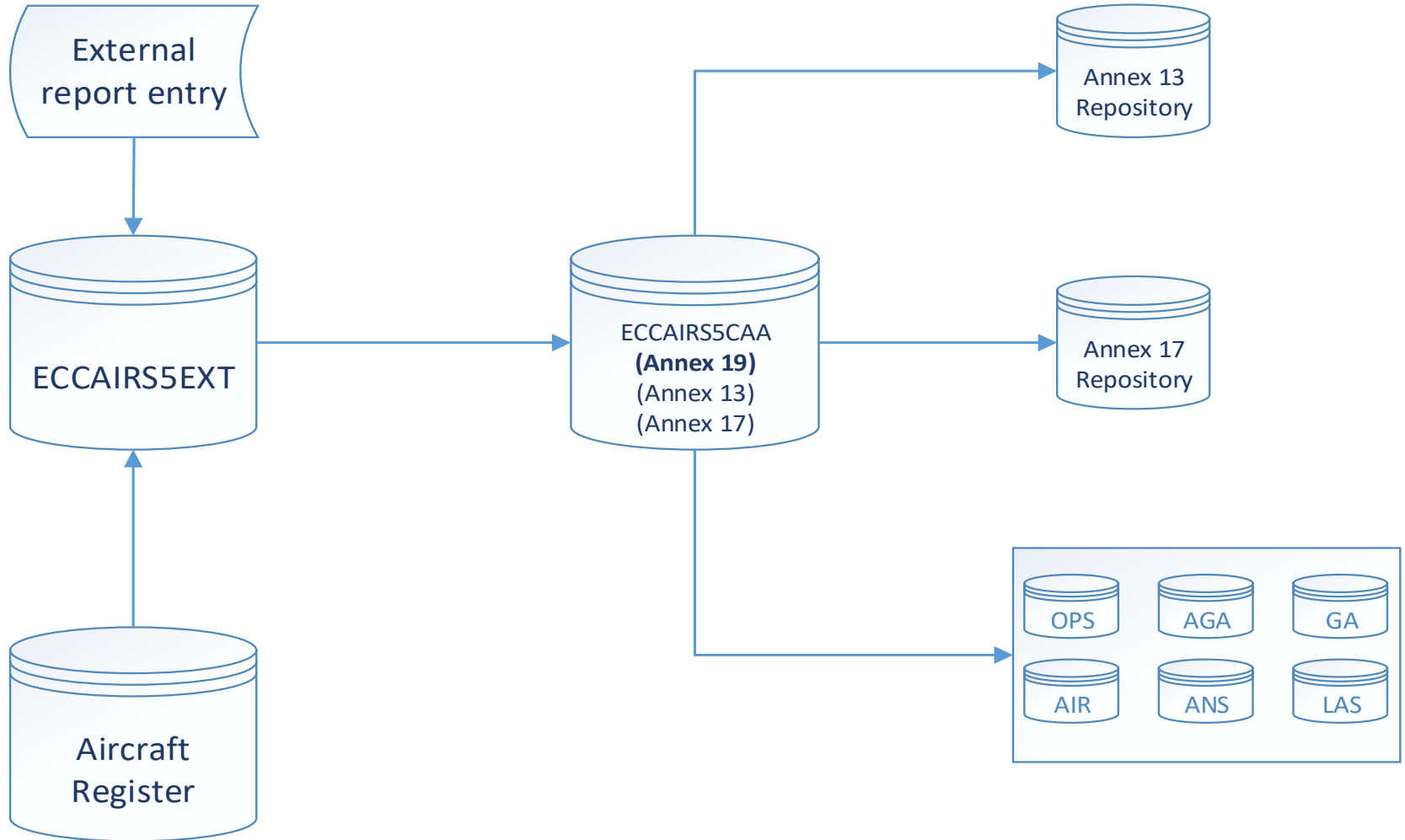
ECCAIRS (European Co-ordination centre for Accident and Incident Reporting Systems) is a PC application tool to assist States in collecting, sharing, and analysing their safety aviation information.

ECCAIRS is a product developed by the "Joint Research Centre (JRC)" of the "European Commission".

CONTENT:

- System Layout & Customisation
- Safety Occurrences Entry
- Users' Role
- Data Distribution & Status

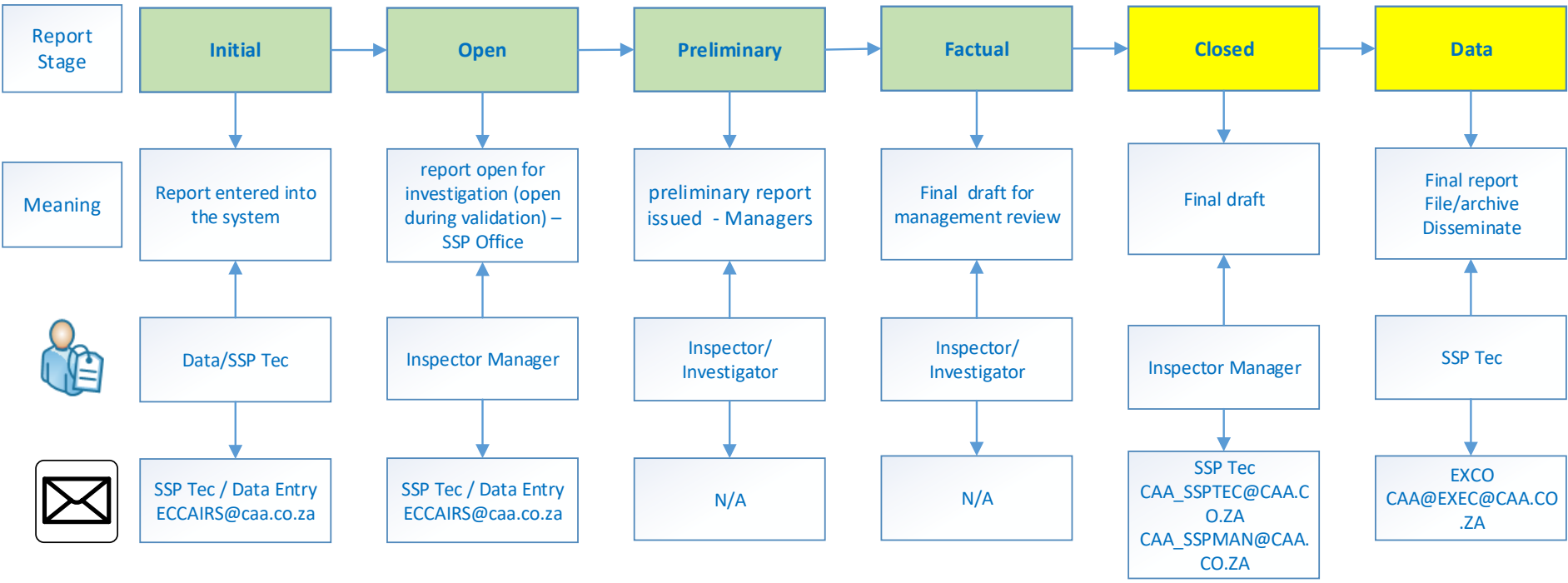
System layout – Repositories





External Reporter	Acknowledgement	Where
<p>Downloadable Smart PDF Www.caa.co.za csr@caa.co.za</p>	<p>Acknowledgement</p>	<p>Email attachment csr@caa.co.za</p>
<p>Webdas (anonymous – no credentials) (organisations – credentials) Www.caa.co.za</p>	<p>No auto acknowledgement</p>	<p>Email notification ECCAIRS@caa.co.za ECCAIRS_SSPTEC@caa.co.za</p>
<p>E5F (ECCAIRS to ECCAIRS) Attach E5F on email & send to csr@caa.co.za</p>	<p>Acknowledgement</p>	<p>Email attachment csr@caa.co.za</p>
<p>E5X To ECCAIRS</p>	<p>No auto acknowledgement</p>	<p>Email attachment csr@caa.co.za</p>
<p>Phone call Fax PDF (not encouraged!)</p>	<p>Acknowledgement</p>	<p>Direct manual input</p>

ECCAIRS Report Stages



What is my role?



SSP Tech

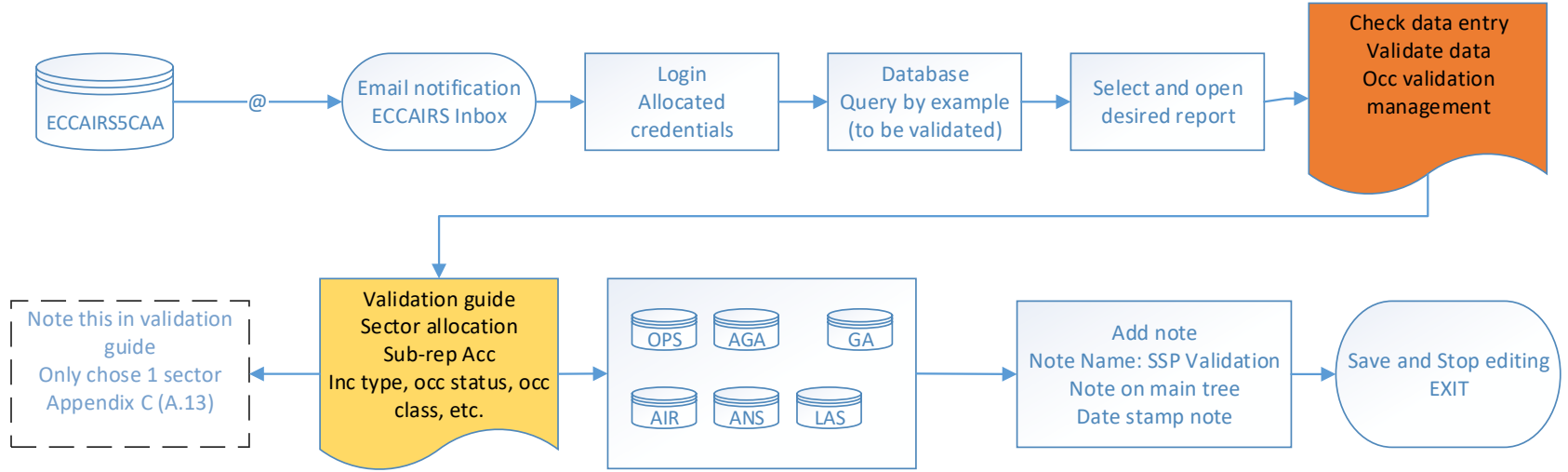
Inspector Manager

Inspector / Investigator

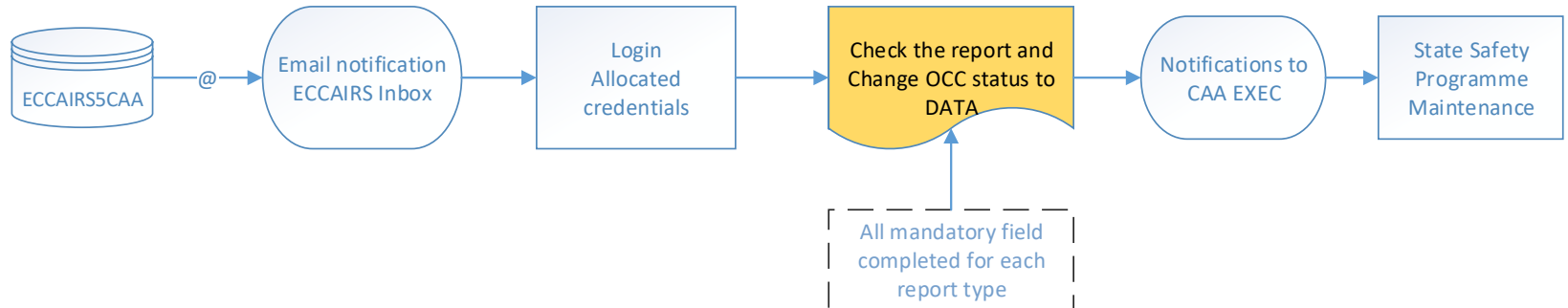
Report Staging Per Role

SSP TEC

Phase 1



Phase 2

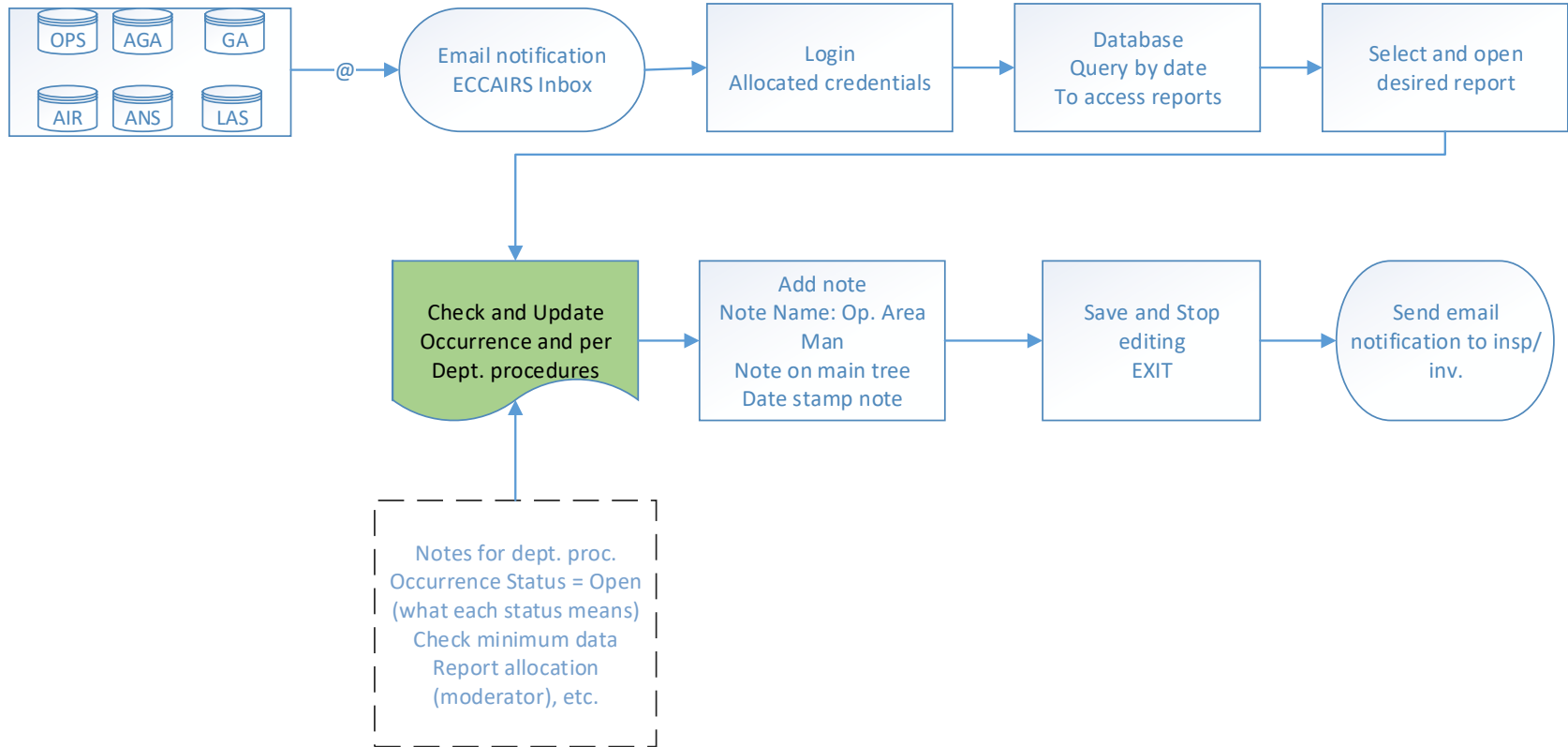




Report Staging Per Role

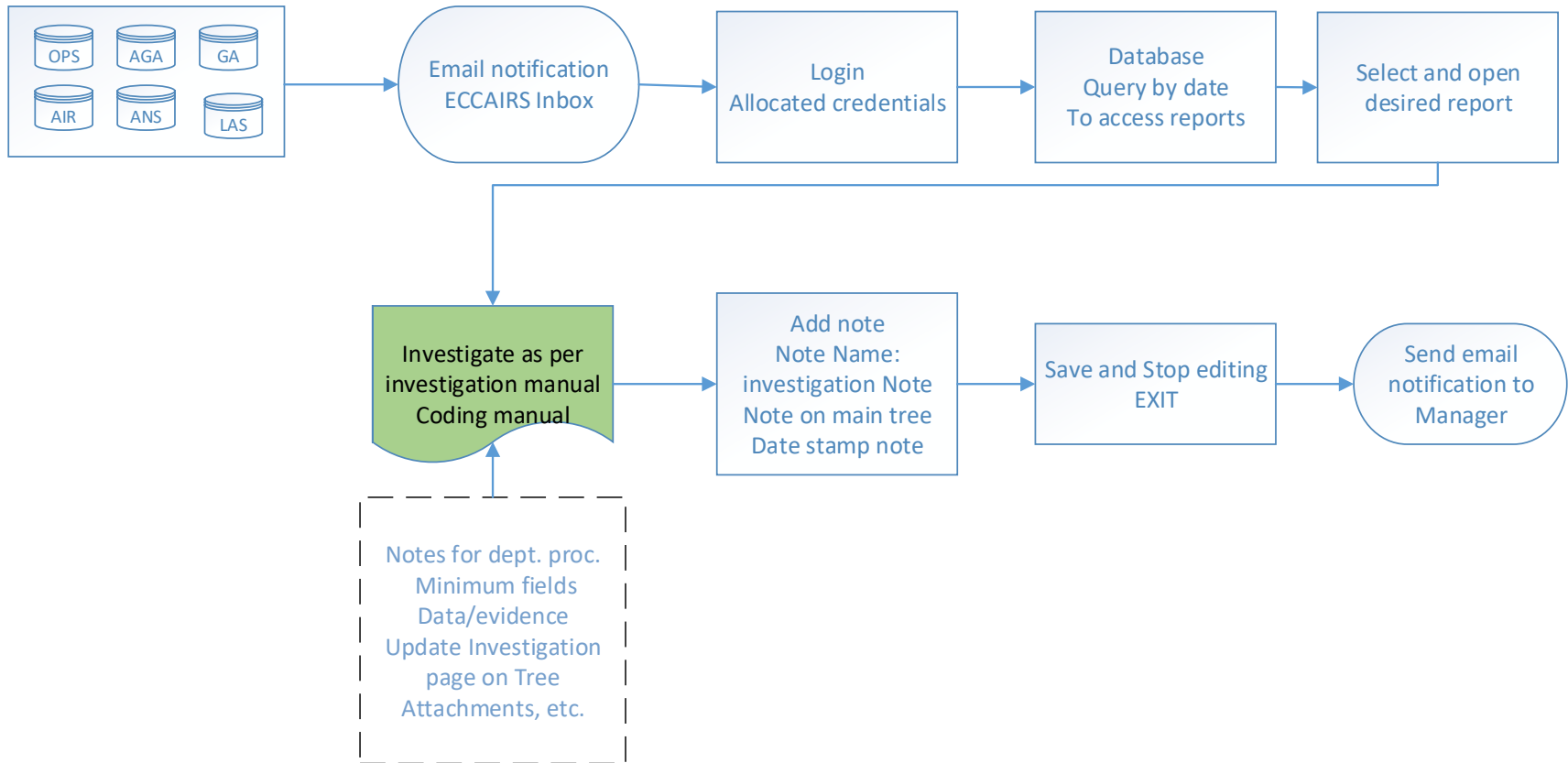
Inspector Manager

Phase 1 (Occ allocation)
Phase 2 (Quality check + Close)



**Report Staging
Per Role**

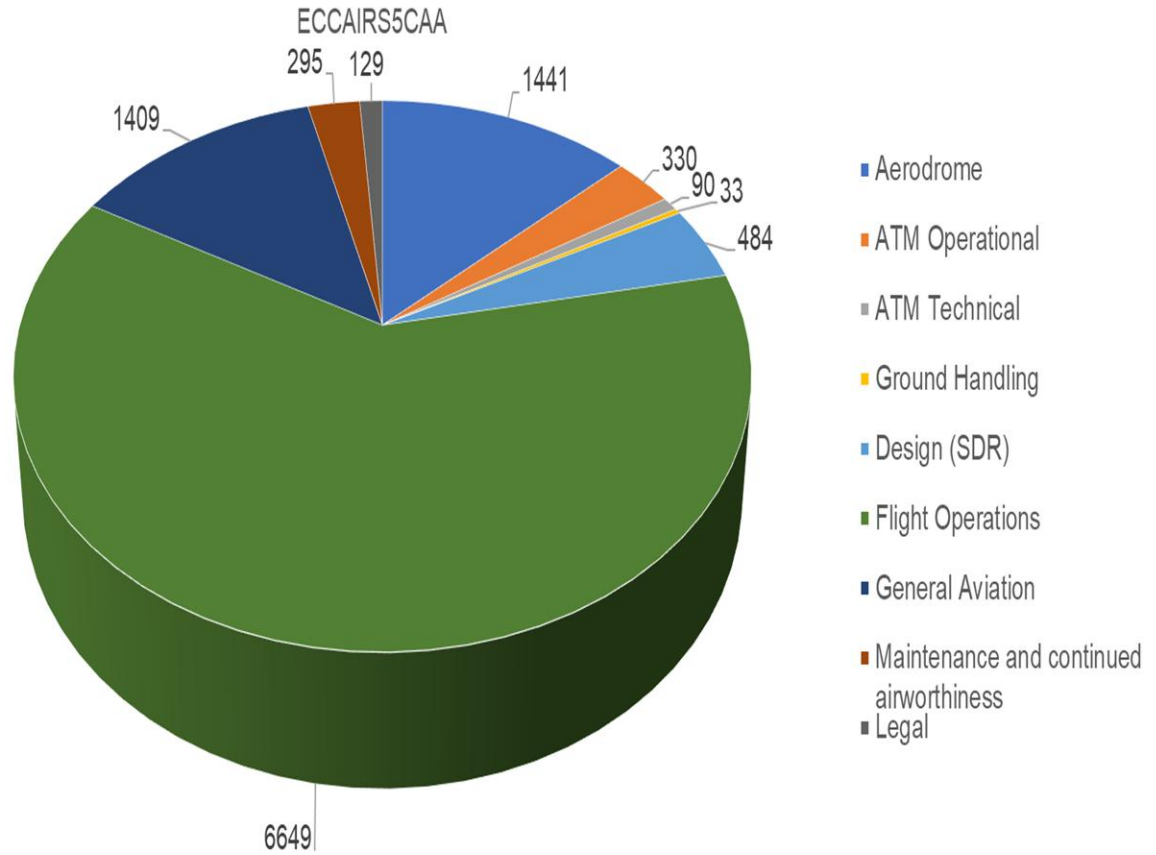
Inspector/
Investigator



Occurrences Distribution

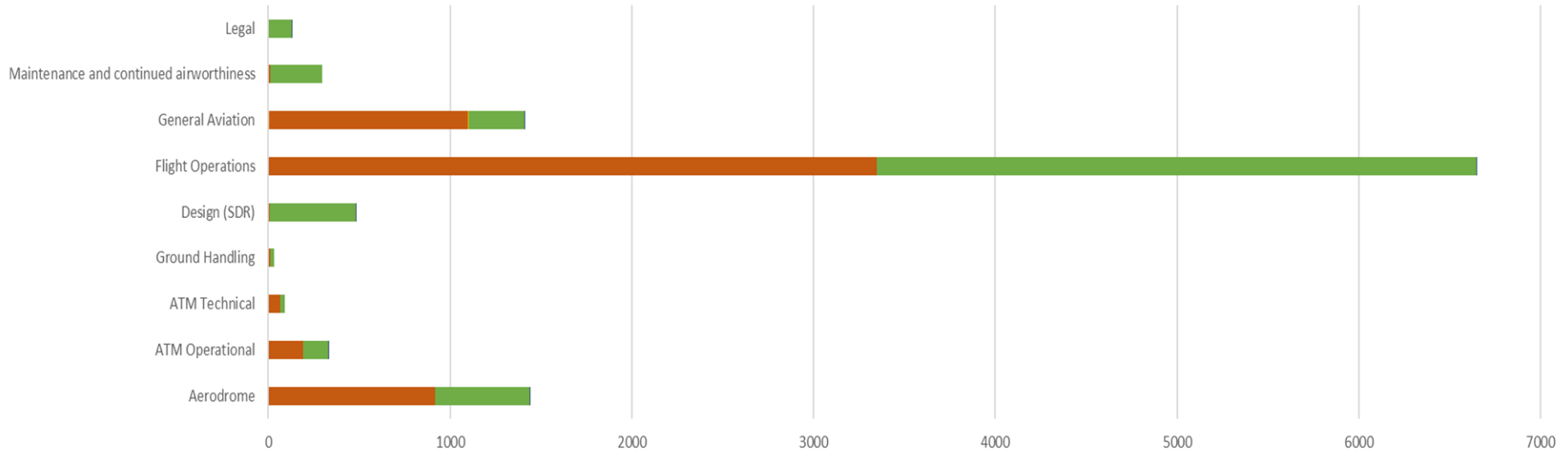
TOTAL
OCCURRENCES
10 860

AS OF 11 DECEMBER 2024



Occurrences Status

ECCAIRS5CAA



	Aerodrome	ATM Operational	ATM Technical	Ground Handling	Design (SDR)	Flight Operations	General Aviation	Maintenance and continued airworthiness	Legal
INITIAL	0	0	0	0	0	0	8	0	0
OPEN	919	193	67	13	5	3346	1090	10	1
PRELIMINARY	0	0	0	0	0	0	6	0	0
FACTUAL	0	0	0	0	0	0	0	0	0
CLOSED	521	136	23	20	478	3302	303	285	126
DATA	1	1	0	0	1	1	2	0	2

INITIAL OPEN PRELIMINARY FACTUAL CLOSED DATA

SYSTEM PROS & CONS

Pros – System capability

- Customisable
- Voluminous data storage
- Interface with other ADREP databases
- Onside server

Cons – System incapability

- Cross-talk with oversight system
- Onside data analysis
- Use as hazards register
- No tech support from the EU
- No support for risk performance based

THE
END