*International Civil Aviation Organization*

**MIDANPIRG/22 & RASG-MID/12 Meetings**

***(Doha, Qatar, 4 – 8 May 2025)***

**Agenda Item 4.2: Outcomes of the ASRG meeting**

Egyptian Mandatory Occurrence Reporting on-line portal

*(Presented by EGYPT/ECAA's Safety Management Directorate )*

**SUMMARY**

This paper presents the structure, functions, and usage guidance of the Egyptian Mandatory Occurrence Reporting System on-line portal. It aims to share operational details and promote Safety Management awareness across ICAO Member States. The Egyptian Civil Aviation Authority (ECAA) remains committed to sharing its experience and supporting regional harmonization efforts through ICAO MID RASG.

Action by the meeting is at paragraph 4

**REFERENCE**

- **ICAO ANNEX 19**
- **ICAO DOC. 9859**
- **ARMS ERC**
- **EASA ERCS**
- **ECAR PART 19**
- **EAC 19-00**

## 1. INTRODUCTION

1.1 The Egyptian Mandatory Occurrence Reporting on-line portal, plays a vital role in strengthening aviation safety in Egypt. The blue print and IT structure of the portal started back in November 2023 and the portal officially established in August 2024, maintained and managed by the Egyptian Civil Aviation Authority ECAA's Safety Management Directorate. It provides a streamlined, accessible platform for reporting safety occurrences, encouraging timely and accurate data submission. This enhances the effectiveness of Safety Management System (SMS) by enabling proactive hazard identification and risk mitigation. At the State level, it supports the State Safety Program (SSP) through better safety data collection, analysis and trend monitoring. The portal promotes a just culture by protecting reporters and fostering trust. Ultimately, it contributes to continuous safety improvement across Egypt's aviation system.

1.2 The information paper aims to inform States about the Egyptian digital system for Mandatory Occurrence Reporting, encouraging harmonization and adoption of practical tools supporting SSP/SMS implementation.

## 2. SYSTEM FUNCTIONALITY

2.1 Web-Based Access: Available through www.civilaviation.gov.eg under the "Mandatory Reporting" section.

2.2 Submission Process:

2.1.1. A selection from a drop down list, to select the type of aviation organization reporting the occurrence.

2.1.2. A selection from a drop down list, to select the undesired event being reported.

2.1.3. A selection from a drop down list, to select the category (key risk area) – according to ADRIP – CAST/ICAO Taxonomy relevant to the event being reported (CFIT – MAC – RE etc.).

2.1.4. Filling out the structured form fields (flight, weather, event details, etc.).

2.1.5. Perform Initial Event Risk Classification (IERC) – It is based on ARMS methodology, there are 2 questions to answer with selection. The score of the event is based on answering the 2 questions, they are as follows:

- If this event had escalated into an accident outcome, what would have been the most credible outcome? Catastrophic Accident – Major Accident – Minor Injuries or Damage – No Accident outcome, with explanation for each.
- What was the effectiveness of the remaining barriers between this event and the most credible accident scenario? Effective – Minimal - Limited – Not Effective.

2.1.6. Barriers assessment, by selecting the failed barriers from a drop down list, there are 6 barriers as follows:

- Aircraft, equipment, infrastructure.
- Tactical planning.
- Regulations, processes, procedures.
- Situational awareness.
- Warning systems operation and action.
- Recovery action.

2.1.7. Upload optional supporting documents (PDF, JPG).

2.1.8. Submit and receive email confirmation.

2.1.9. Admin shares the report and maintains cross talk with the concerned Central Administration Directorates and Areas for technical expertise opinion and required actions.

2.1.10. Admin has the authority to set the (final Event Risk Classification), in case of changing it according to the received information about the event, cross talk and technical expertise opinion, then the admin generates a notification to the reporter (the concerned aviation organization's safety manager) with the updated ERC to take the appropriate action.

2.1.11. Follow-Up Process:

- Auto-reminders for Yellow/Red reports at 25 and 30 days, to send the interim report, and at 85 and 90 days to send the final report with monitoring effectiveness of mitigation actions if any.
- Secure login with reference number and email to update or provide final inputs.

2.1.12. User Guidance is available for download, Instructions embedded within the electronic form, and contact available at safety@civilaviation.gov.eg for queries and technical support.

## 3. OUTCOMES AND IMPACT

3.1. Increased quality and quantity of reported occurrences.

3.2. Reduced reporting delays through online access.

3.3. Improved oversight response and trend analysis.

3.4. Engagement with national aviation organization's safety mangers, maintaining dialogue and follow-up using the on-line portal to serve as a Live Learning Mechanism for the continuous improvement of the entire aviation Safety Management at all levels in Egypt, through:

- Increase practical awareness and effectiveness of SMS, hazard identification, and contribution to the SSP, through the involvement of aviation organization's safety managers in the barrier assessment and Initial Event Risk Classification which are embedded within the report form;
- Support internal hazard analysis, and contributing to SMS performance metrics as well as SSP performance metrics.

## 4. ACTION BY THE MEETING

4.1. The meeting is invited to note the information contained in this paper.

**-END-**