

OCCURRENCES



JUST CULTURE VIEW

The background to these occurrences was an excellent example of how a Just Culture should work.

It began with the MORs that clearly defined the occurrences. This was then followed by the CAA's initial investigation that included honest and open responses from the pilots involved.

Based on these responses the CAA was able to gather together enough evidence to demonstrate to the airfield that the taxiway signage was possibly confusing and needed further examination. Finally, after the airfield undertook their own internal safety assessment, the necessary mitigating safety-preventative measures were incorporated and the signage re-positioned and additional markings incorporated.

EU Reg (376/2014) defines that a Just Culture is one in which front-line operators or other persons are not punished for actions, omissions or decisions taken by them that are commensurate with their experience and training, but in which gross negligence, wilful violations and destructive acts are not tolerated.

The runway incursions at the airfield could not be attributed to deliberate acts by the GA pilots. Instead, the incursions were human-factor occurrences in which the pilots were confused by the signs which they relied on to move safely along the taxiway to/from the runway. Therefore, any regulatory action against the pilots would have been unfair and resulted in discouraging them to a) assist with a future investigation and b) report future events, thus seriously eroding the entire reporting process.

Taxiway troubles

It isn't always obvious which way to go...

THE INVESTIGATION

A GA Subject Matter Expert (SME) investigated an MOR back in early 2020 relating to a runway incursion where the pilot had inadvertently taxied over the grass taxiway and turned onto the grass runway, thinking it was the taxiway. This MOR was closed with guidance to the pilot. However, some months later the same SME observed there were approximately three further MORs detailing almost identical occurrences at the airfield, prompting the SME to query whether there was a problem with the taxiway signage that might be causing confusion for the pilots.

The SME liaised with a CAA Aerodromes Inspecting Officer who contacted the airfield's operations team, advising that there had been numerous runway incursion MORs raised and requested that the airfield send some pictures of the location of the signage and paint markings for review.

The airfield responded with the photographs, advising that they simply mark the edge of the parking area and perfo taxiway up to the hold area where it meets the grass taxiways. The markings were apparently put down in perfo as they could easily be removed as and when required.

After further discussion between the CAA and the airfield, the taxiway signs were re-positioned and additional arrow markings indicating the direction of travel were incorporated in August 2022. Since then there have been no further reports of runway incursions at the airfield.

UK MANDATORY OCCURRENCE REPORTING

Mandatory occurrence reporting is aimed at continued learning from aviation occurrences. It's aimed at improving safety by ensuring that relevant safety information relating to civil aviation is reported, collected, stored, protected, exchanged, disseminated, and analysed. It is not to attribute blame or liability. Occurrence Reports are treated confidentially to maintain full and free reporting from the aviation community.

What should I report? In a nutshell any occurrence you feel could impact on aviation safety, this will ensure that we always review and learn from events.

How can I report? Reporters should submit MORs to the UK CAA in the following ways: Aviation Reporting Portal at: <https://aviationreporting.eu/> Further details about how reports can be submitted using the reporting portal can be found in [CAP1496](#).