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COURSE BROCHURE

Aviation Safety Investigation and Occurrence Reporting Training Course

14 – 18 June 2027
Barcelona

jupiterprime.uk

info@jupiterprime.uk

Registered in the United Kingdom and Saudi Arabia

Aviation Safety Investigation and Occurrence Reporting Training Course

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Aviation Safety Investigation and Occurrence Reporting is a 1-week training course for safety officers, investigators and occurrence report coordinators at airlines, airports and maintenance organisations, built around an Investigation Report and Recommendation Pack. Occurrence reports are the earliest signal an operator receives that defences are thinning, and each one that goes unanalysed is a lesson lost. Jupiter Prime Training delivers this course for teams that turn reports into lasting safety change.

Why Aviation Safety Investigation Matters Now

Three forces shape aviation safety investigation today. Denser schedules generate more reports than small safety offices can read, so triage must be quick. Front-line staff will only keep reporting if they see fair treatment and visible follow-up, which puts just culture at the centre. Boards and accountable managers now expect trend evidence rather than single stories. An organisation that investigates well fixes causes before they recur; one that investigates poorly closes files on blame. The course rests on the Safety Management System SMS model and its safety assurance component, together with established causal analysis methods.

Who Gains Most from Aviation Safety Investigation

- Staff who receive, screen and classify incoming occurrence reports
- Investigators assigned to lead or support internal safety investigations
- Safety officers who track corrective actions and their closure evidence
- Quality and compliance staff who link findings to audit observations
- Operational supervisors who gather first-hand evidence after an event

An operator's safety office gains most when its report coordinators, investigators and action owners attend together and agree one shared method.

Aviation Safety Investigation Capabilities

Participants move from a raw report to a defensible causal finding and a recommendation that a manager can fund and track.

- Classify occurrence reports by severity and investigation need — the safety review board
- Design an investigation plan with scope, team and evidence list — the accountable manager
- Apply structured interview techniques to witnesses and crew — fair treatment of reporters
- Build a causal map that separates active failures from latent conditions — the corrective action owner
- Write safety recommendations that are specific, owned and testable — department heads
- Communicate occurrence trends in a quarterly safety dashboard — senior leadership

Key Aviation Safety Investigation Terms

- Occurrence — any event linked to aircraft operation that affects or could affect safety, from a minor deviation to an accident.
- Mandatory and voluntary reporting — two report streams: one required for listed event types, one open for any hazard a person chooses to share.
- Just culture — a climate where honest errors are not punished but reckless conduct remains accountable.
- Latent condition — a hidden weakness in design, procedure or organisation that lies dormant until combined with an active failure.
- Safety recommendation — a proposal from an investigation, addressed to a named owner, intended to prevent recurrence.
- Barrier analysis — a method that tests which defences were present, failed or missing in an event sequence.

Aviation Safety Investigation Day by Day

Day 1: Reporting Systems and Safety Culture

- Mandatory and Voluntary Report Streams — Which Events Each Channel Captures
- Confidential Reporting Design — Protecting Reporters While Keeping Data Usable
- Just Culture Decision Tree — Separating Honest Error From Reckless Acts
- Safety Assurance in the SMS — Where Investigation Feeds Organisational Learning
- Report Form and Taxonomy Design — Consistent Coding for Later Trend Work

Day 2: Triage and Investigation Planning

- Severity and Likelihood Screening — Choosing Full Investigation or Desk Review
- Occurrence Classification Codes — Comparable Data Across Fleets and Stations
- Investigation Terms of Reference — Scope, Independence and Team Selection
- Evidence Preservation Checklist — Securing Recorders, Logs and Physical Parts
- Investigation Timeline Planning — Balancing Speed Against Depth of Inquiry

Day 3: Evidence and Interviews

- Cognitive Interview Technique — Recovering Accurate Recall From Witnesses
- Flight Data and Maintenance Record Review — Corroborating Personal Accounts
- Sequence of Events Charting — Building an Agreed Factual Timeline
- Site Photography and Sketch Logs — Recording Scene Conditions Before Change
- Witness Statement Handling — Confidentiality, Consent and Data Retention

Day 4: Causal Analysis and Recommendations

- Layered Defence Model — Tracing Active Failures to Latent Conditions
- Barrier Analysis — Testing Which Defences Held or Failed
- Causal Chain Testing — Proving Each Causal Link With Evidence
- Human Factors Classification — Coding Error Types for Trend Comparison
- Recommendation Writing Criteria — Specific, Owned, Measurable Safety Actions

Day 5: Practising the Investigation Report and Recommendation Pack

- Case Triage Exercise — Applying Screening and Classification to Live Scenarios
- Mock Interview Rehearsal — Applying Cognitive Techniques Under Time Pressure
- Causal Map Peer Review — Applying Barrier and Causal Chain Checks
- Action Tracking and Trend Dashboard — Proving Closure to Senior Leadership
- Investigation Report and Recommendation Pack — Final Case File for Review Board

Applying Aviation Safety Investigation After the Course

- Re-screen the last quarter's open occurrence reports with the severity matrix and taxonomy from the course, and present reclassified cases to the review board.
- Run one internal investigation from terms of reference to recommendations using the barrier and causal chain methods.

Aviation Safety Investigation Questions FAQ

What is aviation safety investigation and occurrence reporting, and why does it matter now?

It is the process of capturing safety reports, screening them and investigating selected events to find causes. It matters now because rising report volumes and board demand for trend evidence leave no room for slow or blame-led inquiries.

Which roles gain most from aviation safety investigation training?

Report coordinators, internal investigators and safety officers gain most. Supervisors and quality staff who link findings to audits also benefit.

How does aviation safety investigation training differ from a hazard identification course?

It works backwards from events that already happened, while a hazard identification course looks forward at risks not yet realised. Here you practise evidence, interviews and causal mapping rather than risk matrices.

What do you bring back from aviation safety investigation training?

You bring back a completed case file with a triage record, investigation plan, causal map and owned recommendations. You also return with a report taxonomy and a trend dashboard layout.

Aviation Safety Investigation: The Way Forward

The Investigation Report and Recommendation Pack gives the safety review board its first decision: which recommendations to fund and who owns each one. Investigators, action owners and accountable managers all draw on it. After its first use, revisit the classification taxonomy, because consistent coding is what turns single investigations into trends that leadership trusts.