

# THE LAW PROTECTS YOU!

**When reporting an occurrence, you and any person mentioned in your report are protected from adverse consequences that may come from your report**

- ▶ Your identity and the identity of anyone mentioned in your report will be protected
- ▶ You report will not be disclosed unless necessary for safety
- ▶ Your report will not be used, inside and outside you organisation, to blame you or any person mentioned in it
- ▶ Exceptions are wilful misconduct and unacceptable behaviour<sup>1</sup>
- ▶ You will have the possibility to report to a special entity in your State if you consider that you have not been adequately protected

More information on  
[www.aviationreporting.eu/justculture](http://www.aviationreporting.eu/justculture)

This text is informative and is not intended to replace the applicable legal requirements contained in Regulation (EU) No 376/2014

<sup>1</sup> Unacceptable behaviour being defined as : manifest, severe and serious disregard of an obvious risk and profound failure of professional responsibility to take such care as is evidently required in the circumstances, causing foreseeable damage to a person or property, or which seriously compromises the level of aviation safety

# Safety occurrence? Report it to your organisation!

[Maintenance organisations staff]



Reporting makes our industry safer

I feel confident to report because I am protected

Material prepared by



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# Maintenance organisations staff is mandated to report the following occurrences

1. Serious structural damage (for example: cracks, permanent deformation, delamination, debonding, burning, excessive wear, or corrosion) found during maintenance of the aircraft or component.
2. Serious leakage or contamination of fluids (for example: hydraulic, fuel, oil, gas or other fluids).
3. Failure or malfunction of any part of an engine or powerplant and/or transmission resulting in any one or more of the following:
  - a. non-containment of components/debris;
  - b. failure of the engine mount structure .
4. Damage, failure or defect of propeller, which could lead to in-flight separation of the propeller or any major portion of the propeller and/or malfunctions of the propeller control.
5. Damage, failure or defect of main rotor gearbox/attachment, which could lead to in-flight separation of the rotor assembly and/or malfunctions of the rotor control.
6. Significant malfunction of a safety critical system or equipment including emergency system or equipment during maintenance testing or failure to activate these systems after maintenance.
7. Incorrect assembly or installation of components of the aircraft found during an inspection or test procedure not intended for that specific purpose.
8. Wrong assessment of a serious defect, or serious non-compliance with MEL and Technical logbook procedures.
9. Serious damage to EWIS.
10. Any defect in a life-controlled critical part causing retirement before completion of its full life.
11. The use of products, components or materials, from unknown, suspect origin, or unserviceable critical components.
12. Misleading, incorrect or insufficient applicable maintenance data or procedures that could lead to significant maintenance errors, including language issue.

13. Incorrect control or application of aircraft maintenance limitations or scheduled maintenance.
14. Releasing an aircraft to service from maintenance in case of any non-compliance which endangers the flight safety.
15. Serious damage caused to an aircraft during maintenance activities due to incorrect maintenance or use of inappropriate or unserviceable ground support equipment that requires additional maintenance actions.
16. Identified burning, melting, smoke, arcing, overheating or fire occurrences.
17. Any occurrence where the human performance, including fatigue of personnel, has directly contributed to or could have contributed to an accident or a serious incident.
18. Significant malfunction, reliability issue, or recurrent recording quality issue affecting a flight recorder system (such as a flight data recorder system, a data link recording system or a cockpit voice recorder system) or lack of information needed to ensure the serviceability of a flight recorder system.

**ALWAYS REPORT ANY OTHER OCCURRENCE THAT YOU CONSIDER SAFETY RELEVANT!**