

03 June 11

## MAA RI/01/11 (DG) AL 1 – NOTIFICATION OF SIGNIFICANT AIR SAFETY OCCURRENCES

### Issue

1. Notification of significant Air Safety occurrences and issues to the MAA.

### Scope

2. The formal processes for the reporting of aircraft accidents<sup>1</sup> and incidents<sup>2</sup> are extant. However, the MAA requires early notification of significant Air Safety occurrences and issues, particularly those that may not otherwise be captured.

### Implementation

3. This Instruction is effective immediately.

### Requirement

4. **ODH.** ODHs shall report to the MAA significant Air Safety occurrences or issues, including hazards or near-misses that fall within, but are not necessarily limited to, the following categories:

- a. **Suspension of Flying Operations.** Air Safety occurrences that have either led to, or may at short notice lead to, the suspension of flying operations.

- b. **Significant Incidents.** Air Safety occurrences that are sufficiently serious in nature such that:

- (1) It has been necessary to convene a Unit, Ship or Regimental Inquiry.

- (2) Major injury as defined by RIDDOR<sup>3</sup> has resulted.

- (3) The resultant damage to equipment or platform is classified as Category 3.<sup>4 5</sup>

- (4) The particular incident falls below the normally accepted threshold of accident and there was no resultant damage or injury, but the level of Air Safety risk exposure was high.

- (5) Valuable lessons to prevent recurrence may be learned.

- c. **Media Interest.** Air Safety occurrences that either have caused, or are likely to generate, media interest.

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<sup>1</sup> MAA RI/DG/01/10 – MOD Aircraft Accident Service Inquiries: Transfer of Convening Authority refers.

<sup>2</sup> Defence Flight Safety Occurrence Reports (D-FSOR).

<sup>3</sup> See JSP 551 Vol 1 Change 8.

<sup>4</sup> The damage is repairable on site but is beyond unit technical resources. Assistance from a repair and salvage unit or civilian contractor is required.

<sup>5</sup> Typically, Category 4 and 5 damage requires an SI to be convened.

- d. **VIP Involvement.** Air Safety occurrences associated with VIP movements.
- e. **Ministerial Interest.** Air Safety related Ministerial correspondence.

The ODH shall declare reportable Air Safety occurrences to the MAA Flt Ops Occurrences Branch, in the first instance by telephone (ASIMS Help Desk on ►030 6770 0630 or 9355 68015◀)<sup>6</sup>, to be followed up with D-FSOR submitted through ASIMS within 48 hours of the occurrence. The MAA Flt Ops Occurrences Branch will action internal MAA distribution.

5. **DE&S.** DE&S Project Team Leaders (PTLs) shall inform the MAA of platform and equipment safety failures that include, but are not limited to, one or a combination of the following:

- a. Significant Air Safety occurrences identified during maintenance at all lines or depths of maintenance.
- b. Whenever the PTL considers, or is advised by a 3<sup>rd</sup> Party, that a potentially serious Air Safety risk may exist.
- c. Air Safety occurrences that have resulted in, or may require, a significant restriction being imposed on the platform or equipment in use.

The appropriate DE&S PTL shall report platform and equipment safety failures to MAA Flt Ops Occurrences Branch, in the first instance by telephone (ASIMS Help Desk on ►030 6770 0630 or 9355 68015◀),<sup>6</sup> to be followed up with a more detailed written report within 48 hours of the occurrence. The MAA Flt Ops Occurrences Branch will action internal distribution.

#### **Queries**

6. Any queries or requests for further guidance on the content of this RI should be submitted by email to MAA Secretariat at MAA-SEC, or on 9355 72419.

#### **DG MAA**

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<sup>6</sup> Out of hours contact the Op Gp Duty Officer on 07799 772101.