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 1
- ▶ 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

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









¹ 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 persor or property, or which seriously compromises the level of aviation safety

Pilots are mandated to report the following occurrences

> AIR OPERATIONS

- Use of incorrect data or erroneous entries into equipment used for navigation or performance calculations which has or could have endangered the aircraft, its occupants or any other person.
- Carriage or attempted carriage of dangerous goods in contravention of applicable legislations including incorrect labelling, packaging and handling of dangerous goods.
- 3. Incorrect fuel type or contaminated fuel.
- Missing, incorrect or inadequate De-icing / Anti-icing treatment.
- 5. Taxiway or runway excursion
- 6. Actual or potential taxiway or runway incursion.
- 7. FATO incursion
- 8. Any rejected take-off.
- Inability to achieve required or expected performance during take-off, go-around or landing.
- **10.** Actual or attempted take-off, approach or landing with incorrect configuration setting.
- **11.** Tail, blade/wingtip or nacelle strike during take-off or landing.
- **12.** Approach continued against air operator stabilised approach criteria.
- Continuation of an instrument approach below published minimums with inadequate visual references.
- 14. Precautionary or forced landing.
- 15. Short and long landing.
- 16. Hard landing.
- 17. Loss of control.
- Aircraft upset, exceeding normal pitch attitude, bank angle or airspeed inappropriate for the conditions.
- 19. Level bust.
- Activation of any flight envelope protection, including stall warning, stick shaker, stick pusher and automatic protections.
- 21. Unintentional deviation from intended or assigned track of the lowest of twice the required navigation performance or 10 nautical miles.
- 22. Exceedance of aircraft flight manual limitation.
- 23. Operation with incorrect altimeter setting.
- 24. Jet blast or rotor and prop wash occurrences which have or could have endangered the aircraft, its occupants or any other person.

- **25.** Misinterpretation of automation mode or of any flight deck information provided to the flight crew which has or could have endangered the aircraft, its occupants or any other person.
- **26.** Unintentional release of cargo or other externally carried equipment.
- Loss of situational awareness (including environmental, mode and system awareness, spatial disorientation, and time horizon).
- 28. Any occurrence where the human performance has directly contributed to or could have contributed to an accident or a serious incident.

+ TECHNICAL OCCURRENCES

- 1. Loss of any part of the aircraft structure in flight.
- 2. Loss of a system.
- 3. Loss of redundancy of a system.
- 4. Leakage of any fluid which resulted in a fire hazard or possible hazardous contamination of aircraft structure, systems or equipment, or which has or could have endangered the aircraft, its occupants or any other person.
- **5.** Fuel system malfunctions or defects, which had an effect on fuel supply and/or distribution.
- **6.** Malfunction or defect of any indication system when this results in misleading indications to the crew.
- Abnormal functioning of flight controls such as asymmetric or stuck/jammed flight controls (for example: lift (flaps/slats), drag (spoilers), attitude control (ailerons, elevators, rudder) devices).
- 8. Failure or significant malfunction of any part or controlling of a propeller, rotor or powerplant.
- **9.** Damage to or failure of main/tail rotor or transmission and/or equivalent systems.
- Flameout, in flight shutdown of any engine or APU when required (for example: ETOPS, MEL).
- Engine operating limitation exceedance, including overspeed or inability to control the speed of any high-speed rotating component (for example: APU, air starter, air cycle machine, air turbine motor, propeller or rotor).
- 12. Failure or malfunction of any part of an engine, powerplant, APU or transmission resulting in any one or more of the following:
 - a. thrust-reversing system failing to operate as commanded;
 - **b.** inability to control power, thrust or rpm;
 - c. non containment of components/debris.

→ INTERACTION WITH ANS AND ATM

- 1. Unsafe ATC clearance.
- Prolonged loss of communication with ATS or ATM Unit.
- **3.** Conflicting instructions from different ATS Units potentially leading to a loss of separation.
- Misinterpretation of radio-communication which has or could have endangered the aircraft, its occupants or any other person.
- Intentional deviation from ATC instruction which has or could have endangered the aircraft, its occupants or any other person.

→ EMERGENCIES AND OTHER CRITICAL SITUATIONS

- 1. Any event leading to the declaration of an emergency ('MAYDAY' or 'PAN call').
- Any burning, melting, smoke, fumes, arcing, overheating, fire or explosion.
- Contaminated air in the cockpit or in the passenger compartment which has or could have endangered the aircraft, its occupants or any other person.
- Failure to apply the correct non-normal or emergency procedure by the flight or cabin crew to deal with an emergency.
- Use of any emergency equipment or nonnormal procedure affecting in-flight or landing performance.
- Failure of any emergency or rescue system or equipment which has or could have endangered the aircraft, its occupants or any other person.
- 7. Uncontrollable cabin pressure.
- **8.** Critically low fuel quantity or fuel quantity at destination below required final reserve fuel.
- 9. Any use of crew oxygen system by the crew.
- 10. Incapacitation of any member of the flight or cabin crew that results in the reduction below the minimum certified crew complement.
- Crew fatigue impacting or potentially impacting their ability to perform safely their flight duties.

→ EXTERNAL ENVIRONMENT AND METEOROLOGY

- 1. A collision or a near collision on the ground or in the air, with another aircraft, terrain or obstacle.
- 2. ACAS RA.
- **3.** Activation of genuine ground collision system such as GPWS /TAWS 'warning'.
- 4. Wildlife strike including bird strike.
- 5. FOD.
- Unexpected encounter of poor runway surface conditions
- Wake-turbulence encounters.
- 8. Interference with the aircraft by firearms, fireworks, flying kites, laser illumination, high powered lights, lasers, Remotely Piloted Aircraft Systems, model aircraft or by similar means.
- A lightning strike which resulted in damage to the aircraft or loss or malfunction of any aircraft system.
- A hail encounter which resulted in damage to the aircraft or loss or malfunction of any aircraft system
- Severe turbulence encounter or any encounter resulting in injury to occupants or deemed to require a 'turbulence check' of the aircraft.
- 12. A significant windshear or thunderstorm encounter which has or could have endangered the aircraft, its occupants or any other person.
- Icing encounter resulting in handling difficulties, damage to the aircraft or loss or malfunction of any aircraft system.
- 14. Volcanic ash encounter.

→ SECURITY

- 1. Bomb threat or hijack.
- 2. Difficulty in controlling intoxicated, violent or unruly passengers.
- 3. Discovery of a stowaway.

ALWAYS REPORT ANY OTHER OCCURRENCE THAT YOU CONSIDER SAFETY RELEVANT!

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