

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 to blame you or any person mentioned in it
- ▶ Exceptions are wilful misconduct and unacceptable behaviour²

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

² 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.

Make flying safer!

Report your incidents on

 www.aviationreporting.eu 



I feel
confident
to report
because
I am
protected

Material prepared by



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The reporting and analysis of safety incidents helps to identify potential risks and contributes to aviation safety.

The law asks pilots flying on light aircraft¹ to play an active role in making aviation safer by reporting the following incidents:

LIGHT AEROPLANES AND HELICOPTERS/GLIDERS/BALLOONS

- 1 Interaction with air navigation services (for example: incorrect services provided, conflicting communications or deviation from clearance) which has or could have endangered the aircraft/glider/balloon, its occupants or any other person.
- 2 Airspace infringement.
- 3 Any occurrence leading to an emergency call.
- 4 Fire, explosion, smoke, toxic gases or toxic fumes in the aircraft glider/balloon (beyond the normal operation of the burner).
- 5 Incapacitation of the pilot leading to inability to perform any duty.
- 6 Any flight which has been performed with an aircraft/glider/balloon which was not airworthy, or for which flight preparation was not completed, which has or could have endangered the aircraft/glider/balloon, its occupants or any other person.
- 7 Interference with the aircraft/glider/balloon by firearms, fireworks, flying kites, laser illumination, high powered lights lasers, Remotely Piloted Aircraft Systems, model aircraft or by similar means.

LIGHT AEROPLANES AND HELICOPTERS/GLIDERS

- 1 Unintentional loss of control.
- 2 Abnormal severe vibration (for example: aileron or elevator “flutter”, or of propeller).
- 3 Any flight control not functioning correctly or disconnected.
- 4 A failure or substantial deterioration of the aircraft/glider structure.
- 5 A loss of any part of the aircraft/glider structure or installation in flight.
- 6 A collision on the ground or in the air, with an aircraft, terrain or obstacle.
- 7 A near collision, on the ground or in the air, with an aircraft, terrain or obstacle requiring an emergency avoidance manoeuvre to avoid a collision.

GLIDERS

- 1 An occurrence where the glider pilot was unable to release either the winch cable or the aerotow rope and had to do so using emergency procedures.
- 2 Any release of the winch cable or the aerotow rope if the release has or could have endangered the glider, its occupants or any other person.
- 3 In the case of a powered glider, an engine failure during take-off.
- 4 Any situation where no safe landing area remains available.
- 5 A lightning strike resulting in damage to the glider.

LIGHT AEROPLANES AND HELICOPTERS

- 1 Landing outside of intended landing area.
- 2 Inability or failure to achieve required aircraft performance expected in normal conditions during take-off, climb or landing.
- 3 Runway incursion
- 4 Runway excursion.
- 5 Unintended flight into IMC conditions of aircraft not IFR certified, or a pilot not qualified for IFR, which has or could have endangered the aircraft, its occupants or any other person.
- 6 A failure of an engine, rotor, propeller, fuel system or other essential system.
- 7 Leakage of any fluid which resulted in a fire hazard or possible hazardous contamination of aircraft structure, systems or equipment, or risk to occupants.
- 8 Wildlife strike including bird strike which resulted in damage to the aircraft or loss or malfunction of any essential service.
- 9 A lightning strike resulting in damage to or loss of functions of the aircraft.
- 10 Severe turbulence encounter which resulted in injury to aircraft occupants or in the need for a post-flight turbulence damage check of the aircraft.
- 11 Icing including carburettor icing which has or could have endangered the aircraft, its occupants or any other person.

BALLOONS

- 1 Unintended permanent extinction of the pilot light.
- 2 Failure of any of the following parts or controls: dip tube on fuel cylinder, envelope pulley, control line, tether rope, valve seal leak on burner, valve seal leak on fuel cylinder, carabiner, damage to fuel line, lifting gas valve, envelope or ballonnet, blower, pressure relief valve (gas balloon), winch (tethered gas balloons).
- 3 Significant leakage or loss of lifting gas (for example: porosity, unsealed lifting gas valves).
- 4 Balloon's occupants ejected from basket or gondola.
- 5 Unintended lift or drag of ground crew, leading to fatality or injury of a person.
- 6 A collision or near collision on the ground or in the air, with an aircraft, terrain or obstacle which has or could have endangered the balloon, its occupants or any other person.
- 7 Unexpected encounter of adverse weather conditions which has or could have endangered the balloon, its occupants or any other person.

ALWAYS REPORT ANY OTHER OCCURRENCE THAT YOU CONSIDER SAFETY RELEVANT!

¹ This does not apply to non-EASA aircraft unless your country specifies so.