



CENTRALISED OCCURRENCE REPORTING SYSTEM



AIRCRAFT MAINTENANCE



- Serious structural damage (e.g. cracks, permanent deformation, delamination, debonding, burning, excessive wear or corrosion) found during maintenance of the aircraft or component
- Serious leakage or contamination of fluids (e.g. hydraulic fluids, fuel, oil, gas or other fluids)
- Failure or malfunction of any part of an engine or powerplant and/or transmission resulting in one of the following:
 - Non-containment of components/debris
 - Failure of engine mount structure
- Damage, failure or defect of a propeller that could lead to in-flight separation of the propeller or any major portion of the propeller and/or malfunctions of the propeller control
- 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
- 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



Please visit www.caa.co.za for more information





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- Incorrect assembly or installation of components of the aircraft found during an inspection or test procedure not intended for that specific purpose
- Incorrect assessment of a serious defect, or serious non-compliance with MEL and technical logbook procedures
- Serious damage to EWIS
- Any defect in a live-controlled critical part, causing retirement before completion of its full life
- The use of products, components or materials from unknown or suspect origins, or unserviceable critical components
- Misleading, incorrect or insufficient applicable maintenance data or procedures that could lead to significant maintenance errors, including language issues
- Incorrect control or application of aircraft limitations or scheduled maintenance
- Releasing an aircraft to service from maintenance in case of any non-compliance that endangers flight safety
- Serious damage caused to an aircraft during maintenance activities due to incorrect maintenance or the use of inappropriate or unserviceable ground support equipment that requires additional maintenance actions
- Identified burning, melting, smoke, arching, overheating or fire occurrences
- Any occurrence where the human performance, including fatigue of personnel, has directly contributed to or could have contributed to an accident or serious incident
- Significant malfunction, reliability issue, or recurrent recording quality issue affecting a flight recording system (such as FDR, data link recording system or a CVR) or lack of information needed to ensure the serviceability of a flight recorder system.

GOLDEN RULE

IN THE INTERESTS OF SAFETY, JUST REPORT IF YOU ARE UNSURE!

WHY IS REPORTING SO IMPORTANT?

The effective management of safety is highly dependent on the effectiveness of safety data collection, analysis and overall management capabilities.

Having a solid foundation of safety data and safety information is fundamental for safety management, since it is the basis for data-driven decision-making.

Reliable safety data and safety information is required to identify trends, make decisions and evaluate safety performance in relation to safety targets and safety objectives, and to assess risk.

PROTECTION OF SAFETY INFORMATION AND SOURCES

- Data and information are collected for safety management and safety improvement purposes and not to apportion blame, liability or for disciplinary purposes
- The identity of the reporter must be protected
- The report should not be disclosed, unless such disclosure is necessary for safety improvement.

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