

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.
- ◆ Your report will not be disclosed unless necessary for safety.
- ◆ Your report will not be used, inside and outside your organization, to blame you or any person mentioned in it.
- ◆ Exceptions are willful misconduct and unacceptable behavior.
- ◆ In Accordance with Bahamas Civil Aviation Safety Regulations Schedule 19

19.065 OBJECTIVE OF THE REPORTING REQUIREMENTS

- The sole objective of occurrence reporting is the prevention of accidents and incidents through the collection and dissemination of relevant safety information and not to attribute blame or liability.
- The mandatory reporting requirements contribute to the improvement of air safety by ensuring free and full reporting of relevant information on safety is collected, stored, protected and disseminated.
- The voluntary reporting of persons contribute to the improvement of air safety in the interest of flight safety through the same processes and policies applicable to the mandatory reporting requirements.

19.090 ASSURANCE REGARDING PROSECUTION

- The Authority shall not institute proceedings in respect of unpremeditated or inadvertent breaches of the law which come to its attention only because they have been reported under the mandatory or voluntary provisions of this Subpart, except in cases involving dereliction of duty amounting to gross negligence.

Contact us at:

Air Accident Investigation Department
2nd Floor Manx Corporate Center—West Bay Street
Tel: 397-5513/5509 Fax: 327-2192
Tel: (242) 376-1617 / 376-8334 (24Hr)
Email: aaid.mota@gmail.com

The information contained in this document is for information only and not intended to replace the applicable requirements of the Bahamas Civil Aviation Safety Regulations Schedule 19, Subpart C, Mandatory and Voluntary Occurrence Reporting.



Safety Occurrence?

Report it to your organization

Maintenance Organizations



**Reporting makes our
industry safer.**

Maintenance Organizations 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 alert 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 occurrences
that you consider safety relevant**

**For more information visit our website at www.baaid.gov.bs or e
mail us at aaid.mota@gmail.com**