



## Definition von „Actual or Potential aviation safety risk“

Die EU überlässt die Definition eines „*actual or potential aviation safety risk*“ den nationalen Behörden. Das BAZL hält daher in einer Leitlinie fest, was es darunter versteht. Die Leitlinie soll meldepflichtige Organisationen dabei unterstützen festzulegen, bei welchen Ereignissen das BAZL einen automatischen Follow- up und einen Final Report erwartet:

Occurrences fulfilling the below criteria shall be classified as „actual or potential aviation safety risk“, requiring a follow- up (preliminary analysis and action taken) and final report:

1. Any occurrence, which has **resulted (actual)** in:
  - 1.1. An Accident<sup>1,2</sup>, **or**;
  - 1.2. A Serious Incident<sup>1,2</sup>.

**or**

2. Any occurrence, of which the **SAFETY RISK SEVERITY LEVEL<sup>3</sup>** is classified as **MAJOR** according ICAO DOC 9859 - Safety Management Manual (SMM) or as CAT B according ESARR 2 - Eurocontrol Safety Regulatory Requirement or **above of the two (potential to lead to an Accident or a Serious Incident)**.

### Notes:

<sup>1</sup> For the definition of the term, refer to Regulation EU No 996/2010 - Investigation and prevention of accidents and incidents in civil aviation, respectively ICAO Annex 13

<sup>2</sup> These follow- up and final reports have to be sent to both, Civil Aviation Authority (CAA) and Air Accidents Investigation Branch (AAIB)

<sup>3</sup> For the definition of the Safety Risk Severity Level, refer to ICAO DOC 9859 - Safety Management Manual (SMM), ESARR 2 - Eurocontrol Safety Regulatory Requirement and ICAO Doc 4444 – Air Traffic Management

