



Definition de „Actual or Potential aviation safety risk”

L'UE laisse le soin aux autorités nationales de déterminer ce qu'il faut entendre par « risque réel ou potentiel en matière de sécurité aérienne ». La définition retenue par l'OFAC figure dans une directive qui oriente les organisations soumises à l'obligation de notifier des événements sur les cas où l'OFAC exige la remise d'un rapport de suivi et ceux où il exige la remise d'un rapport final :

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^{1, 2}, **or**;
- 1.2. A Serious Incident^{1, 2}.

or

2. Any occurrence, of which the **SAFETY RISK SEVERITY LEVEL³** 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:

¹ 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

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

³ 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

