

OCCURRENCES



Photo for illustration purposes only

Photograph: The Classic Aeroplane Co. Ltd, Oaksey Park

JUST CULTURE VIEW

For a Just Culture to be effective, it's essential that all the relevant steps are followed including the appropriate escalation via the organisation's Safety Management System following the initial finding, liaison with the safety regulator (in this case the CAA) and subsequent flow of information to other organisations that may be affected.

This occurrence is an excellent example of that. Following the engineer's observation, the finding was recorded as an MOR with the Chief Engineer then taking the proactive step to engage with the CAA surveyor.

The CAA fulfilled its safety reporting obligation with appropriate dialogue/collaboration between the CAA's Airworthiness experts and the CAMO to fully ascertain the nature and severity of the issue and then to determine the appropriate regulatory action and recommendations.

Based upon the collaboration between the CAMO and the CAA, and following a brief consultation period, a Safety Notice was published providing a detailed description of the issue and recommendations for operators of this specific aircraft type regarding the inspection process in relation to the affected part(s).



Without the open dialogue between the CAMO and the CAA and the subsequent publication of the Safety Notice, this issue might well have remained unknown to the wider community until a possible complete failure of the part.

Cracking job

Sorting a problem doesn't have to be an issue

THE INVESTIGATION

During an annual maintenance inspection on an Avions Max Holst MH 1521 'Broussard' in 2021, longitudinal cracks were found in an undercarriage bracket.

The engineers were initially alerted to the problem due to a deformation or skin ripple effect forward of the 'letterbox' fitting, initially on the left-hand side and then subsequently in the starboard undercarriage leg outboard lower support bracket ('letterbox bracket').

The A8-25 CAMO (Continuing Airworthiness Management Organisation) submitted an MOR and the Chief Engineer informed their CAA surveyor about the issue. The GA Continued and Initial Airworthiness team liaised with the CAMO about the matter and then contacted all registered owners/operators of the aircraft type to raise awareness of it.

A CAA Safety Notice was subsequently drafted and sent out for consultation. Following the consultation's completion [Safety Notice SN-2021/013 \(caa.co.uk\)](https://www.caa.co.uk/Safety-Notice/SN-2021/013) was published and the MOR was closed.

Although this issue isn't common or necessarily particularly well known on this type, with open communication between the CAMO, CAA and owners/operators essential safety information was promulgated quickly and effectively to the wider GA community.

UK MANDATORY OCCURRENCE REPORTING

Mandatory occurrence reporting is aimed at continued learning from aviation occurrences. It's aimed at improving safety by ensuring that relevant safety information relating to civil aviation is reported, collected, stored, protected, exchanged, disseminated, and analysed. It is not to attribute blame or liability. Occurrence Reports are treated confidentially to maintain full and free reporting from the aviation community.

What should I report? In a nutshell any occurrence you feel could impact on aviation safety, this will ensure that we always review and learn from events.

How can I report? Reporters should submit MORs to the UK CAA in the following ways: Aviation Reporting Portal at: <https://aviationreporting.eu/> Further details about how reports can be submitted using the reporting portal can be found in [CAP1496](https://www.caa.co.uk/Aviation-Reporting-Portal/CAP1496).