



SCAN ME

# GALAXY AEROSPACE SAFETY CAMPAIGN **GSC2324**



SCAN ME

## SAFETY REPORTING SYSTEM & MANDATORY OCCURRENCE REPORT

1. Any person specified in Regulation 165 (2) of the Civil Aviation Regulations 2016 shall report any **reportable occurrence** of which they have positive knowledge, even though this may not be first hand, unless they have good reason to believe that appropriate details of the occurrence have already been, or will be, reported by someone else (Civil Aviation Directives 1900 – Safety Reporting System, Issue 01 Revision 00 – 15<sup>th</sup> October 2021).
2. In MCAR 2016, “reportable occurrence” means –
  - a) an incident relating to an aircraft or any defect in or malfunctioning of an aircraft or any part or equipment of the aircraft, being an incident, malfunctioning or defect endangering or which if not corrected would endanger the aircraft, its occupants, or any other person.
  - b) any defect in or malfunctioning of any facility on the ground used or intended to be used for the purposes of or in connection with the operation of an aircraft, being a defect or malfunctioning endangering, or which if not corrected would endanger the aircraft or its occupants.
3. In any incident such as autopilot disengage, main rotor overspeed, etc., pilot need to report in writing through Technical Log/ Aircraft Journal Log (AJL) and/or memo for AMO to take necessary action i.e., inspection, investigation, download Flight Data Report (FDR), etc.
4. To facilitate consistent reporting, only [CAAM Borang 9-OR - Safety Occurrence Form](#) is acceptable from CAAM website. For occurrence related to airworthiness aspects, reports can be made and submitted through form [CAAM AW 8503 01 - Mandatory Occurrence Form - Airworthiness Aspect](#) provided in the CAAM website.

**SAFETY ALWAYS.**  
**“ THINK SAFETY FIRST ”**