

ROYAUME DE BELGIQUE
MINISTÈRE DES COMMUNICATIONS
ET DE L'INFRASTRUCTURE

Administration de l'Aéronautique

CIRCULAIRE

CIR/AIRW-18

Date **01/00**

Edition : **3**

Objet :

Cette circulaire a pour but de définir les conditions que doit respecter l'exploitant pour communiquer les incidents techniques survenus au cours de l'exploitation des aéronefs.

Réf :

Les différentes références utilisées pour rédiger cette circulaire sont listées au verso de cette page.

Le Directeur Général,

L'édition 1 comprend

E. VAN NUFFEL

8 pages datées : **01/00**

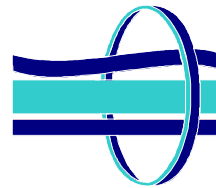
Références:

- 1) Arrêté Royal du 15 mars 1954 réglementant la Navigation Aérienne.
- 2) Arrêté Royal du 15 septembre 1994 fixant les règles de l'Air.
- 3) Arrêté Ministériel du 13 février 1970 fixant les mesures techniques à prendre pour l'exploitation dans le transport aérien commercial des avions d'un poids total maximum autorisé égal ou supérieur à 5.700 kg.
- 4) Arrêté Ministériel du 12 septembre 1991 fixant les mesures techniques d'exploitation des aéronefs utilisés dans le transport aérien commercial, dont la masse totale autorisée est inférieure à 5.700 kg.
- 5) Arrêté Ministériel du 12 juillet 1988 portant réglementation de la délivrance et de la tenue du carnet de route des aéronefs.
- 6) Joint Aviation Requirements OPS 1 Commercial Air Transportation for aeroplane (Subpart M + Subpart A, B, C what ever is appropriate).
- 7) Joint Aviation Requirements OPS 3 Commercial Air Transportation for helicopter (Subpart M + Subpart A, B, C what ever is appropriate).

Objet de la circulaire

1. Cette circulaire est applicable à tous les exploitants d'aéronefs utilisés en transport commercial.
2. L'exploitant doit satisfaire aux exigences décrites dans l'annexe à la présente circulaire pour tous les avions immatriculés belges ou autres inscrits sur son certificat de transporteur aérien.

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CIVIL AVIATION ADMINISTRATION, BELGIUM
a member of the
JOINT AVIATION AUTHORITIES

TECHNICAL FLIGHT INCIDENT REPORT

1. INTRODUCTION

The purpose of the document is to identify, non exhaustively, the kind of technical incidents necessitating a specific reporting.

The Belgian Civil Aviation Administration (hereinafter referred to as BCAA) shall be informed with the appropriate data related to this matter for proper monitoring of the airworthiness of the aircraft. The maintenance department of the operator shall be also informed in a complete, clear, concise and readable manner of the event, the circumstances and the actions taken by the crew in order to enable a thorough investigation of the troubles, their correction and prevention.

The procedure Manuals of the operator (Operations Manual, Maintenance Management Exposition or equivalent for aircraft not over 10 tonnes maximum take off mass) must include a procedure in accordance with this circular.

2. CIRCUMSTANCES REQUIRING A TECHNICAL FLIGHT INCIDENT REPORT (TFIR)

The following lists are not exhaustive; it pertains to the captain and the operator's management personnel to appreciate, case by case, to which extent the trouble has an effect on the aircraft airworthiness.

- a) Every time a trouble which could potentially jeopardise the airworthiness of the aircraft occurs, the occurrence or detection of the following failures shall be reported:
1. fire during flight and whether the related fire warning system functioned properly;
 2. fire during flight not protected by a related fire warning system;
 3. accumulation or circulation of smoke, vapour or toxic or noxious fumes in the crew compartment or passenger cabin during flight;
 4. false fire warning during flight;
 5. an engine exhaust system that causes damage during flight to the engine, adjacent, equipment or components;
 6. engine shutdown during flight;
 7. engine shutdown during flight when external damage to the engine or aircraft structure occurs;

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8. engine shutdown during flight due to foreign object ingestion or icing;
 9. a fuel system that affects fuel flow or causes hazardous leakage during flight;
 10. partial or total loss of essential aircraft systems that results in taking emergency actions during flight;
 11. a landing gear extension or retraction or opening or closing of landing gear doors during flight;
 12. Lightning strikes that require repair or components or of aircraft structure;
 13. hard or overweight landing;
 14. any abnormal vibration or buffeting caused by a structural or systems malfunction defect, or failure;
 15. any structural or flight control system malfunction, defect, or failure which causes an interference with normal control of the aircraft or which derogates from the flying qualities;
 16. a failure or malfunction of more than one attitude, airspeed or altitude instrument during a given operation of the aircraft.
- b) Every time a technical incident which could potentially jeopardise the safety of persons or damage the aircraft occurs before take-off or after landing, the occurrence or detection of the following should be reported:
1. loss of steering system;
 2. loss of brake system;
 3. collapse of landing gear;
 4. outbreak of a fire;
 5. damage to the aircraft structure that requires major repairs.

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Annexe

Note:

Technical problems reported in a TFIR must be written up in full detail in the technical log, stating at the same time the number of the TFIR. Technical malfunctions or abnormalities discovered during inspections or checks prior take-off or after landing and which are not of a type described in b) above shall be entered only in the technical log.

3. USE OF FORMS AND TRANSMITTAL

A block of forms is permanently left in the aircraft document holder. The forms are self explanatory except for the definition of the flight configuration, which is as follows:

Take-off: as from the beginning of the take-off run i.e. after brake release or, in case of running take-off, after the aircraft is aligned on the runway

climb: as from *the* first power reduction

cruise: as from the setting of initial cruise power

descent: as from the time the last cruise altitude is left in expectation of approach and landing

approach and landing: as from the first flap extension until deceleration, manoeuvres are completed to a full stop or taxi speed.

The pilot in command shall complete the TFIR. Copies of it must be forwarded to the following addresses:

1. Operator's Technical Department;
2. Operator's Operations Department;
and as soon as practicable and any case within maximum 3 calendar days after the incident at:
3. BCAA Airworthiness Division (rue de la Fusée / Raketstraat, 90 - 1130 Brussels);
4. Air Accident and Incident Investigation Unit (rue du Progrès / Vooruitgangstraat, 80 bte 5 - 1030 Brussels).

In the shortest delay, an investigation shall be performed with the aim of identifying the cause of the technical incident and determining the necessary corrective actions (Reinforcement of the maintenance program, inspection / modification campaign, ...).

An investigation report shall be issued a copy of which must be sent to the BCAA Airworthiness Division and to the Air Accident and Incident Investigation Unit; this investigation report shall clearly conclude on the nature of the necessary corrective actions.