010-12-01

Accident and incident investigation: key figures

12 figures in 6 groups. Read the cue, say the figure, then check. Each group ends with a recap.
Rules change: check the regulation in force.

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Engine damage is excluded from the damage condition when limited to how many engines?

1 engine

A single engine, including its cowlings or accessories

Accident definition: recap

CUE	FIGURE	DETAIL
Engine damage is excluded from the damage condition when limited to how many engines?	**1 engine**	A single engine, including its cowlings or accessories

Death after the accident makes the injury fatal within how long?

30 days

Counted from the date of the accident

A hospital stay makes an injury serious when it lasts longer than

more than 48 hours

Hospitalisation that starts within 7 days of the injury

Latest start of that hospital stay, counted from the injury

7 days

From the date the injury was received

Burns make an injury serious when they cover more than

5 % of body surface

An alternative to second- or third-degree burns

Injury definitions: recap

CUE	FIGURE	DETAIL
Death after the accident makes the injury fatal within how long?	**30 days**	Counted from the date of the accident
A hospital stay makes an injury serious when it lasts longer than	**more than 48 hours**	Hospitalisation that starts within 7 days of the injury
Latest start of that hospital stay, counted from the injury	**7 days**	From the date the injury was received
Burns make an injury serious when they cover more than	**5 % of body surface**	An alternative to second- or third-degree burns

> **Fatal: 30 days. Hospital: more than 48 hours, starting within 7 days. Burns: over 5 %.**

For a manned aircraft with no fatal or serious injury, the SIA can decide not to investigate at or below this maximum take-off mass

2 250 kg or less MTOM

At or below this value; notification still applies

ICAO only, not the EU rule - a serious incident investigation is a Standard only above this maximum mass

over 2 250 kg

At or below it, investigation is a Recommendation

Applicability: recap

CUE	FIGURE	DETAIL
For a manned aircraft with no fatal or serious injury, the SIA can decide not to investigate at or below this maximum take-off mass	**2 250 kg or less MTOM**	At or below this value; notification still applies
ICAO only, not the EU rule - a serious incident investigation is a Standard only above this maximum mass	**over 2 250 kg**	At or below it, investigation is a Recommendation

EU: 2 250 or less, the SIA can decline. ICAO: over 2 250, a Standard.

The pilot in command reports an occurrence within this time of becoming aware of it

72 hours

Unless exceptional circumstances prevent it

Occurrence reporting: recap

CUE	FIGURE	DETAIL
The pilot in command reports an occurrence within this time of becoming aware of it	**72 hours**	Unless exceptional circumstances prevent it

The final report is published within this time, if possible

12 months

Counted from the date of the event

If the final report is not public in time, the SIA issues an interim statement at

each anniversary

At least yearly, until the final report is public

Investigation report: recap

CUE	FIGURE	DETAIL
The final report is published within this time, if possible	**12 months**	Counted from the date of the event
If the final report is not public in time, the SIA issues an interim statement at	**each anniversary**	At least yearly, until the final report is public

The addressee replies to a safety recommendation within

90 days

Saying what action is taken or planned, counted from receipt of the letter

The SIA says whether a reply is adequate within

60 days

Counted from receipt of the reply

Safety recommendations: recap

CUE	FIGURE	DETAIL
The addressee replies to a safety recommendation within	**90 days**	Saying what action is taken or planned, counted from receipt of the letter
The SIA says whether a reply is adequate within	**60 days**	Counted from receipt of the reply