



## European Aviation Safety Agency

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**Distribution by E-mail to all  
National Aviation Authorities**

**Subject: Occurrence Reporting System**

Attachment: IORS workshop invitation

Dear All,

The Agency is concerned over the level of the implementation of reporting between organisations. As an example, organisations responsible for the design of aircraft or component are not always being informed by maintenance organisations about conditions regarding the aircraft or component identified by the organisation, which has resulted or may result in an unsafe condition and one that seriously impedes flight safety.

To address this issue the Agency has reminded Foreign Part 145 Organisations, for which it is a competent authority on reporting requirements. We would like to kindly invite National Aviation Authorities of the Member States to join this initiative and also to remind organisations for which the NAA is the competent authority.

The following organisations should be addressed:

Part 145 organisations, for which you are competent authorities, of their requirement to report to the competent authority (NAA), the state of registry, the organisation responsible for the design of the aircraft or component, and operator<sup>1</sup>, any condition of the aircraft or component identified by the organisation that has resulted or may result in an unsafe condition that hazards seriously the flight safety according to the COMMISSION REGULATION (EC) No 2042/2003 – 145.A.60.

Part M organisations, for which you are competent authorities, of their requirement to report to the State of registry, the organisation responsible for the type design or supplemental type design and, if applicable, the Member State of operator, any identified condition of an aircraft or component that hazards seriously the flight safety according to the COMMISSION REGULATION (EC) No 2042/2003 – M.A.202.

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<sup>1</sup> Where the organisation is contracted by a commercial operator to carry out maintenance, the organisation shall also report to the operator any such condition affecting the operator's aircraft or component.

The Operators, for which you are competent authorities, of their requirement to report incidents that endanger, or could endanger, the safety of operation to the Authority (NAA) and in a case of incidents arising from, or relating to, any failure, malfunction or defect in the aeroplane, its equipment or any item of ground support equipment or which cause or might cause adverse effects on the continuing airworthiness of the aeroplane, the operator must also inform the organisation responsible for the design or the supplier or, if applicable, the organisation responsible for continued airworthiness, at the same time as a report is submitted to the Authority according to COMMISSION REGULATION (EC) No 859/2008 OPS 1.420 (b).

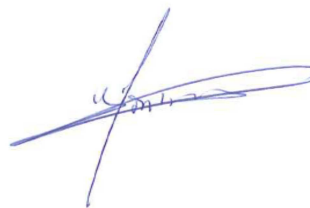
The holders of a production organisation approval, for which you are competent authorities, of the requirement to report to the holder of the type-certificate or design approval<sup>2</sup>; and to the Agency (EASA) and the competent authority of the Member State (NAA) the deviations from approved design data, which as shown by the analysis in conjunction with the design organisation, could lead to an unsafe condition according to the COMMISSION REGULATION (EC) No 1702/2003 - 21A.165 (f). Such reports to the Agency shall be made in a form and manner established by the Agency.  
(<http://easa.europa.eu/iors/reporting.html>).

We believe that reporting to the competent authorities and relevant organisations is important for safety, as it allows each authority and organisation to be informed and act accordingly.

We would like to take this opportunity to also remind you that the 3<sup>rd</sup> IORS (Internal Occurrence Reporting System) workshop will take place in Cologne on June 26, 2012 (further information at <http://easa.europa.eu/iors>). This workshop is mainly focused on the reporting of occurrences by the TC holders but the participation of NAAs would be both welcomed and valued, as the importance of cross-reporting among organisations will be also addressed.

Should you have any further questions regarding IORS please contact our IORS team via the [IORS@easa.europa.eu](mailto:IORS@easa.europa.eu) mailbox.

Yours faithfully,



Y. MORIER

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<sup>2</sup> All cases where products, parts or appliances have been released by the production organisation and subsequently identified to have possible deviations from the applicable design data, and investigate with the holder of the type-certificate or design approval in order to identify those deviations which could lead to an unsafe condition