



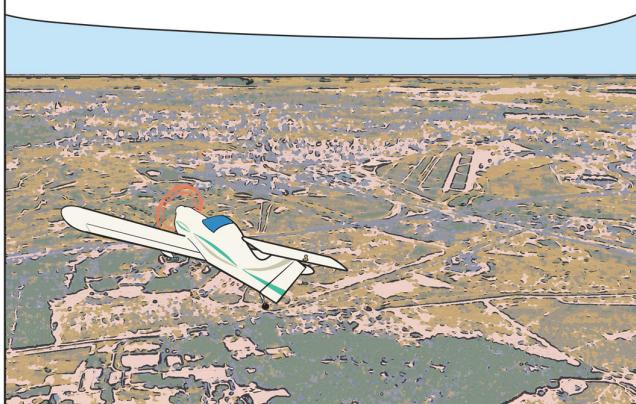
# Sunny Swift

## 'Technical occurrence reporting'

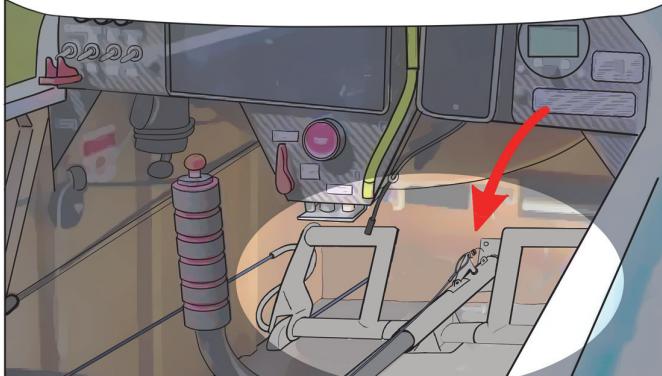
THE CLUB IS HOLDING A REGULAR SAFETY MEETING TO EXCHANGE EXPERIENCES.



LAST WEEK I HAD A SCARE. DURING TURN TO FINAL, THE PEDALS WERE SLIDING FORWARD. MY TURN WAS UNCOORDINATED AND I HAD TO PERFORM A GO-AROUND.



AT THE SECOND ATTEMPT I MANAGED TO LAND. ON THE GROUND, WE FOUND THAT THE LOCKING PIN OF THE ADJUSTABLE PEDAL WAS MISSING. THE PEDALS HAD TRAVELED FORWARD AND WERE BARELY WITHIN REACH.



SOME YEARS AGO, I ALSO HAD AN ISSUE WITH THAT AND THE BROKEN SPRING WAS FINALLY REPLACED.



REPORTING ALLOWS TO PREVENT ACCIDENTS FROM HAPPENING TO OTHER AIRCRAFT. IT IS THE RESPONSIBILITY OF PILOTS AND OTHER PARTIES, AS EXPLAINED IN REGULATION (EU) № 376/2014 ON OCCURRENCE REPORTING AND IN REGULATION (EU) № 1321/2014 (CONTINUING AIRWORTHINESS).

FOR SUCH CASES, THERE ARE TWO REPORTING LINES: YOUR COMPETENT AUTHORITY THROUGH THE ECCAIRS\* REPORTING PORTAL, AND THE DESIGN APPROVAL HOLDER/MANUFACTURER. KNOWLEDGE OF OCCURRENCES RELATED TO THE DESIGN WOULD ALLOW THE APPROVAL HOLDER TO MAKE CORRECTIONS.

Authority: Spain (AES)

You are reporting on:

Select the form you want to use to report:

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Important Information  
Protection of personal data  
More information on the benefits of reporting

\*ECCAIRS: EUROPEAN COORDINATION CENTER FOR ACCIDENT AND INCIDENT REPORTING SYSTEMS (DIGITAL PLATFORM FOR AVIATION REPORTING)



REPORTING TO MANUFACTURERS DOESN'T NECESSARILY RESULT IN THE ISSUING OF AN AIRWORTHINESS DIRECTIVE. IT ALLOWS THEM TO IMPROVE THE DESIGN, AND PROVIDE A SOLUTION FOR THE WHOLE FLEET.

LET'S IMPROVE SAFETY TOGETHER THROUGH REPORTING!

Please, send your comments and ideas to:  
[generalaviation@easa.europa.eu](mailto:generalaviation@easa.europa.eu)

Join the GA Community!  
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You can find links to

- **related in-depth articles**
- **manufacturer information**
- **Regulation on occurrence reporting**

in the 'RELATED CONTENT' section.