

Chapter 6 PROCEDURE FOLLOWING HAZARDOUS INCIDENTS

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listed are additional to any routine servicing that may be due.

Introduction

1. For the purpose of these instructions, a hazardous incident is one which could result in damage to an aircraft although the damage may not be immediately apparent.

2. The information in this chapter and its appendices should be applied when an aircraft has been subjected to an incident and the captain or pilot of the aircraft has reported the fact on the Aircraft Servicing Form, and before the aircraft is again certified serviceable for flight. The checks

General

3. The type of damage which may occur and which should be looked for when carrying out the operation 'Examine for damage' is as follows:—

- (1) Insecurity of attachments.
- (2) Cracks in, or fracture of, structure and components.

- (3) Corrosion or contamination.
- (4) Structure distortion or skin wrinkling.
- (5) Defective or missing rivets.
- (6) Chafing, scoring, or fraying.
- (7) Broken locking devices.

4. The appendices detail renewals and adjustments that may be made; renewal is not to be commenced until all the examinations called for have been completed and the overall damage assessed.

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