

Chapter 6

PROCEDURE FOLLOWING HAZARDOUS INCIDENTS

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 is to be applied when an aircraft has been subjected to an incident and the captain or the pilot of the aircraft has reported the fact on Form 700, and before the aircraft is again certified serviceable for flight. The checks listed

are additional to any routine servicing that may be due.

3. The type of damage which may occur and which must 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 loose 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.