



REPUBLIC OF SLOVENIA  
**MINISTRY OF DEFENCE**

SLOVENIAN ARMED FORCES  
GENERAL STAFF  
Military Aviation Authority

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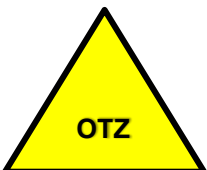

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	<p>Military Aviation Authority</p> <p><b>OPERATIONAL TECHNICAL REQUIREMENT</b></p> <p><b>Number: OTZ 001-24</b></p>	
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## THE REPORTING OF TECHNICAL OCCURRENCES, ACCIDENTS AND INCIDENTS INVOLVING MILITARY AIRCRAFT

An Operational Technical Requirement (OTR; Slovenian abbreviation: OTZ) is a requirement by the Military Aviation Authority (MAA), referring to aviation technical procedures and processes which ensure the precision and appropriate quality of the work carried out; it can apply either to an entire military aircraft fleet or to a particular part of the fleet.

The senior quality control officer within the 15th Wing briefs the OTR to the officers responsible for quality control in the 15th Wing units and to the commanding officers of aviation technical units. The head of quality control in an organization outside the SAF organizational structure ensures that the OTR is briefed to the relevant personnel. The recipients must ensure that a copy of this operational technical requirement is submitted to the relevant personnel.

### Reference documents:

1. Aviation Act (RS Official Gazette, No. 81/2010-UPB4);
2. Rules on registration, markings, airworthiness, and military aircraft records and books (RS Official Gazette, Nos. 42/16, 113/22 and 50/23);
3. Rules on the investigation of military aircraft accidents (RS Official Gazette No 53/2010);
4. Commission Regulation (EU) No 748/2012 of 3 August 2012 laying down implementing rules for the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the certification of design and production organisations;
5. Commission Regulation (EU) No 1321/2014 of 26 November 2014 on the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organizations and personnel involved in these tasks;
6. Regulation (EU) No 376/2014 of the European Parliament and of the Council of 3 April 2014 on the reporting, analysis and follow-up of occurrences in civil aviation.



7. European Military Airworthiness Document EMAD 20 (Chapter EMAD 20-8), published online at: <https://eda.europa.eu/experts/airworthiness/mawa-documents>

#### Grounds for issue:

The purpose of this OTR is to establish and harmonize procedures for reporting technical occurrences, accidents and incidents which occur during the design, production, maintenance and operation of aircraft entered in the military aircraft register. The reporting is mandatory for both Slovenian Armed Forces (SAF) units and organizations outside the SAF organizational structure (hereinafter: external organizations).

Technical occurrences are reported in accordance with the guidance provided in EASA's Acceptable Means of Compliance (AMC) AMC 20-8: Occurrence Reporting, and in accordance with the European Military Airworthiness Document (EMAD) EMAD 20: Military Considerations on Using AMC 20-8 (Occurrence Reporting) for Military Applications.

The reporting of accidents and incidents is carried out in accordance with the Rules on the Investigation of Military Aircraft Accidents.

#### Scope:

OTZ 001-24 applies to all organizations which design, manufacture, repair, maintain or operate aircraft entered in the register of military aircraft of the Ministry of Defence of the Republic of Slovenia.

OTZ 001-24 enters into force effective immediately.

#### Implementation:

##### I. The reporting of technical occurrences

- a. The reporting of technical occurrences is carried out by all SAF units and external organizations which design, manufacture, repair or maintain SAF military aircraft or their components, including weapons systems.
- b. A technical occurrence is a condition occurring on an aircraft or a component which endangers flight safety. Examples of reportable technical occurrences are defined in the EU Commission Implementing Regulation (EU) 2015/1018, Annex II, Occurrences related to technical conditions, maintenance and repair of the aircraft, and in EMAD 20-8.
- c. Technical occurrences which endanger flight safety are reported to the Military Aviation Authority (MAA). Technical occurrences which seriously endanger flight safety must also be reported to the holder of the (supplemental) type-certificate and/or the original manufacturer.
- d. The initial written report must be submitted as soon as possible, and no later than within 72 hours of the finding of the damage or defect.
- e. A follow-up action report must be submitted as soon as follow-up actions have been identified.
- f. Technical occurrences are reported using the the following form: VLO PL 10 Technical Occurrence Report and Instructions for Completion.
- g. Form submission:



- SAF component units send the Technical Occurrence Report (the VLO PL 10 form) to the MAA for information via the internal network using the IRDG service;
- External organizations send the VLO PL 10 form to the MAA by email at [aw.maa@mors.si](mailto:aw.maa@mors.si)

## II. The reporting of accidents and incidents

- Accident and incident reporting is mandatory for:
  - Commanders of military aviation and air defence units;
  - Any commander of a military aircraft from an SAF unit or from a foreign external organization operating an SAF military aircraft; and
  - Any external organization which designs, manufactures, repairs or maintains SAF military aircraft or their components.
- Accidents and incidents which must be reported are those which endanger or could endanger a military aircraft, the persons on board, or any other persons. A list of examples of reportable incidents is annexed to this OTR.
- An aviation incident or accident report must be submitted no later than two hours of becoming aware of the accident or incident.
- An accident or incident is reported using the Air Safety Accident or Incident Report form annexed to this document.
- Reporting:
  - The Permanent Commission must be notified of the occurrence of an accident or incident without delay, in person or by phone on **+386 41 761 101** or **+386 51 305 904**;
  - SAF component units send the Air Safety Accident or Incident Report to the Service for the Investigation of Aviation Accidents and Incidents of Military Aircraft (SPLNI VZ) and to the MAA for information via the internal network using the IRDG service.
  - External organizations send the Air Safety Accident or Incident Report to the SPLNI VZ by email at [maaib.slo@mors.si](mailto:maaib.slo@mors.si) , and to the MAA at: [fs.maa@mors.si](mailto:fs.maa@mors.si).

### Attachments:

- Form: VLO PL 10 Technical Occurrence Report and Instructions for Completion;
- The Air Safety Accident or Incident Report form;
- Serious Incident List
- List of aircraft operations, maintenance, repair, and manufacture-related incidents to be reported
- European Military Bird Strike Form

Lieutenant Colonel Andrej Prinčič  
Deputy Chief, Military Aviation Authority

### Sent to:

- The 15th Wing;
- Service for the Investigation of Aviation Accidents and Incidents of Military Aircraft;
- External organizations (Avincis Aviation Technics, Bell Textron Prague, Česka letecká servisni, DABS Geneva, H+S Aviation, LET Kunovice, Pilatus, RUAG, Standard Aero Ltd., TPS Aerospace engineering).



