

CLASSIFICATION OF AVIATION EVENT: AIRCRAFT TECHNICAL CONDITIONS, MAINTENANCE AND REPAIR OF THE AIRCRAFT

OVERVIEW:

The classification of an aviation event is a five-step process in which **actual** and **potential** consequences of the event are considered. Minimum classifications (from CLASS A to CLASS D) are assigned at steps 1 to 3 for the Personal Injury Level (1), Aircraft Damage Level (2) and Perceived Risk Level (3). Step 4 involves selecting the highest classification from steps 1-3. This is the overall classification for the event. Step 5 prompts users to review the event classification should additional information become available.

AVIATION SAFETY EVENT: AIRCRAFT TECHNICAL CONDITIONS, MAINTENANCE AND REPAIR OF THE AIRCRAFT

Use this fact sheet to classify an aviation safety event that relates to aircraft technical conditions, maintenance and repair of the aircraft. This includes:

- Maintenance Organisations (DASR 145)
- Continuing Airworthiness Management Organisations (DASR M)

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PERSONAL INJURY LEVEL (PIL)

PIL indicates the actual injuries that are the outcome of an aviation safety event. Using the descriptors below, identify the most severe injury sustained by an individual as a direct outcome of the aviation event.

	FATAL	SERIOUS	MINOR*	NO INJURY
PIL description	The highest level of injury was fatal.	The highest level of injury was a serious injury or illness as defined under the WHS Act.	The highest level of injury/exposure was minor.	No injuries were sustained.
Minimum event classification	CLASS A	CLASS B	CLASS C	CLASS D

NOTE:
If an injury was sustained as a direct consequence of an aviation event, ensure the Sentinel WHS stream within the ASR has been activated.
***Minor injury/illness:** As a direct result of the aviation safety event, a person(s) was injured or exposed to a hazardous substance/material, but does not meet the serious definition.

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AIRCRAFT DAMAGE LEVEL (ADL)

ADL indicates the **actual** damage that an aircraft experienced as an outcome of an aviation safety event. Using the descriptors below, identify the highest level of damage the aircraft sustained as a direct outcome of the aviation event.

	DESTROYED	SUBSTANTIAL DAMAGE	MODERATE DAMAGE	NO DAMAGE OR MINOR DAMAGE
ADL description	Aircraft destroyed, missing, unrecoverable or sustained damage to such an extent that it is unrepairable or uneconomical to repair.	Aircraft sustained substantial damage or structural failure that requires extensive inspection but is economically repairable.	Aircraft sustained moderate damage that is repairable without extensive inspection, including engine change.	Aircraft sustained either: 1. no damage; or 2. minor damage that is repairable within two days.
Minimum event classification	CLASS A	CLASS B	CLASS C	CLASS D

NOTE:

- Where multiple aircraft are assigned to a single event, ADL identifies the highest level of damage.
- For ADL determination of Certified Category Uncrewed Aircraft, use the 'Classification of Aviation Event: Flight Operations' fact sheet.
- For ADL determination of Specific and Open Category Uncrewed Aircraft, use the 'Classification of Aviation Event: UAS Operations' fact sheet.

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PERCEIVED RISK LEVEL (PRL)

The PRL describes the potential consequences of an event by providing an indication of the risk that the event poses to aviation safety. The PRL is a subjective judgement determined by answering two questions in the provided matrix regarding the most negative credible consequence and the effectiveness of the remaining risk controls.

QUESTION 1:
If the aviation safety event had escalated, what would have been the most negative credible consequence?

NOTE:

- Each event takes place in a unique context with various factors interacting to cause its outcome.
- Thoroughly consider the factors/circumstances that existed at the time of the event and how these could have interacted and escalated the consequence.
- The escalation could be due to actions by the people involved or how the event sequence could have developed in different ways.
- Determine the credible/plausible consequence(s) that could have happened if the event had escalated.
- Do not worry about the probability of the consequence(s) at this stage. Question 2 will take probability into account by considering the effectiveness of remaining risk controls.
- If you identify more than one negative credible consequence, select the one that is considered to be the most negative.
- If it was extremely unlikely that the event could have escalated into a negative consequence, then select 'No consequence'.

Select the corresponding row using the below descriptors.

Q1. MOST NEGATIVE CREDIBLE CONSEQUENCE		Q2. EFFECTIVENESS OF REMAINING RISK CONTROLS			
		HIGHLY EFFECTIVE	MOSTLY EFFECTIVE	BARELY EFFECTIVE	NOT EFFECTIVE
• Deviation from approved standards which rendered the aircraft unairworthy or uncrashworthy. • Aircraft destroyed (see ADL description).	CATASTROPHIC	Class C (Medium)	Class C (Medium)	Class B (High)	Class B (Very High)
• Deviation from approved standards, having a significant effect on the airworthiness or crashworthiness of the aircraft. • Substantial aircraft damage (see ADL description).	MAJOR	Class D (Low)	Class C (Medium)	Class C (Medium)	Class B (High)
• Minor deviation from approved standards, having a limited effect on the airworthiness or crashworthiness of the aircraft. • Moderate aircraft damage (see ADL description).	MINOR	Class D (Very Low)	Class D (Low)	Class C (Medium)	Class C (Medium)
• Negligible or no effect on airworthiness or crashworthiness of the aircraft. • No aircraft damage or minor aircraft damage (see ADL description).	NO CONSEQUENCE	Class D (Very Low)	Class D (Very Low)	Class D (Low)	Class D (Low)

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FIND THE OVERALL EVENT CLASSIFICATION

Event classifications range from CLASS A to CLASS D. After establishing the event classification for the PIL, ADL and PRL, **select the highest of the three values.** This is the overall event classification.

NOTE: If you classify the event as Class A or B, contact the DFSB Duty Officer on (02) 6144 9199 or DFSB.investigations@defence.gov.au

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REVIEW

Changes should be made to the PIL, ADL and PRL (and subsequent event classification) if more information becomes available. This ensures that an accurate classification is recorded and key learnings are captured.



DFSB – August 2026