



**THE NETHERLANDS  
SPECIAL MILITARY AVIATION REGULATION  
FOR  
OCCURRENCE AND HAZARD REPORTING  
NLD-SMAR-1**

**STATUS PAGE**

Version Nr.	Date	Description	Reason for revision
1.0		New edition	Replaces SMAR-1 v3.0 dated 16 January 2012 <i>Special Military Requirements dealing with Occurrence Reporting</i>

**TABLE OF CONTENTS**

STATUS PAGE ..... 2

TABLE OF CONTENTS ..... 3

SMAR1.05 Scope ..... 4

SMAR1.10 Definitions..... 4

SMAR1.15 Report Responsibility ..... 4

SMAR1.20 Reporting Time Requirements ..... 4

SMAR1.25 Report Information Requirements ..... 5

SMAR1.30 Reporting System..... 5

SMAR1.35 Follow-up Reports ..... 5

SMAR1.40 Trend Analysis ..... 5

SMAR1.45 Reporting Procedures..... 5

FINAL CLAUSES..... 6

**SMAR1.05 Scope**  
(+GM)

The Netherlands Special Military Aviation Regulation-1 (NLD-SMAR-1) prescribes regulation, applicable to holders of an MAA-NLD organisation approval, which requires to report occurrences and hazards within the organisation to the MAA-NLD and to other stakeholders inside and outside the Netherlands Military Aviation System (NLD-MAS).

The objective of hazard and occurrence reporting is to contribute to the improvement of air safety by ensuring that the relevant information on safety is reported, collected, stored, protected and disseminated.

**SMAR1.10 Definitions**

MAA-NLD aviation definitions are specified in the Netherlands Military Aviation Document-1 Definitions and Acronyms Document (NLD-MAD-1). However, for better clarification and interpretation of this NLD-SMAR-1 the definitions for occurrence and hazard are provided hereafter.

'Occurrence'. Any safety-related event which endangers or which, if not corrected or addressed, could endanger an aircraft, its occupants or any other person and includes in particular an accident or serious incident.  
(Source: EU No 376/2014)

'Hazard'. A situation or an object with the potential to cause death or injury to a person, damage to equipment or a structure, loss of material, or a reduction of ability to perform a prescribed function.  
(Source: ICAO Annex 13)

**SMAR1.15 Report Responsibility**

The primary responsibility to report occurrences and hazards to the MAA-NLD lies with the involved approval holder(s). However, when the approval holder has made arrangements with another organisation to make these reports on his behalf, this may be acceptable to the MAA-NLD only when the approval holder is able to satisfactorily show to the MAA-NLD that the required reporting times and agreed form and manner are not affected.

The approval holder's procedures shall describe these arrangements and present them to the MAA-NLD for acceptance.

**SMAR1.20 Reporting Time Requirements**  
(+GM)

Occurrences and hazards shall be reported to the MAA-NLD as soon as possible, but not later than 72 hours after the moment the occurrence or hazard was identified.

Occurrences resulting into (personal) injury, (material) damage or hazards with a high risk for injury or damage shall be reported as soon as possible, but not later than 24 hours after this type of occurrence took place or the hazard has been identified.

It must be clear that the degree of urgency to submit a report within 24 hours is determined by the risks arising from an occurrence or identified hazard. This implies that whenever a hazard or elements of an occurrence may result in a serious threat to flight safety, the MAA-NLD must be notified immediately. The fastest possible means of communication available to the approval holder shall be used to report as many details as possible dealing with the occurrence or the hazard being available at that time.

Version Number: 1.0	Version Date: 1 July 2021	Status: Final	Page 4/6
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### **SMAR1.25 Report Information Requirements**

(+GM)

The initial notification may be brief, due to its urgency, but shall be followed up by a written report containing sufficient information to enable proper identification of the occurrence or hazard and parties involved. Each report shall at least contain:

- identification of organisation & reporter;
- identification of aircraft or part affected;
- date, time and location of the occurrence or hazard;
- brief summary of the occurrence or hazard;
- additional and specific information supporting further investigation.

### **SMAR1.30 Reporting System**

(+GM/AMC)

The organisation shall report occurrences or hazards to the MAA-NLD with an MAA-NLD approved reporting system. Organisations without such a reporting system shall use a suitable MAA-NLD acceptable form as an alternative.

### **SMAR1.35 Follow-up Reports**

(+GM/AMC)

The approval holder involved shall submit follow-up investigation reports in consequence of initial occurrence or hazard reports to the MAA-NLD. Follow-up reports shall contain information with regard to factors influencing the origin and the progression of the occurrence or hazard, adverse trends and corrective and preventive measures taken as a result of the occurrence or hazard.

Certain follow-up investigations may require longer time to gather data and receive reports from third parties, such as Original Equipment Manufacturers (OEM's). The approval holder shall keep the MAA-NLD informed on the progress of such in-depth investigation.

### **SMAR1.40 Trend Analysis**

(+GM)

The approval holder shall perform (trend) analysis on the reported occurrences and hazards within its own organisation and on external occurrences or hazards relevant to the organisation activities. Analysis results shall be shared with employees, contracted personnel and the MAA-NLD.

### **SMAR1.45 Reporting Procedures**

(+GM)

The approved organisation shall ensure that the subject SMAR is properly implemented in the organisation and that controlling procedures are included in the organisation's particular exposition manual. These procedures and any amendment thereto are subject to approval by the MAA-NLD.

Version Number: 1.0	Version Date: 1 July 2021	Status: Final	Page 5/6
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**FINAL CLAUSES**

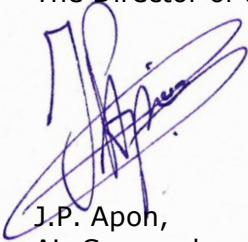
This regulation is known as NLD-SMAR-1, and is valid on the day of signing by the Director of the Military Aviation Authority of the Netherlands and shall enter into force on 1 August 2021.

An announcement regarding this regulation is published in the Dutch State Paper (*Staatscourant*) and on the intranet site of the Ministry of Defense.

The Hague, 1 July 2021

For the Minister of Defence,

The Director of the Military Aviation Authority - The Netherlands



J.P. Apon,  
Air Commodore