

You can save this page as HTML and then open it in Microsoft Word for further editing.

Title	Alignment of implementing rules and acceptable means of compliance/guidance material with Regulation (EU) No 376/2014 — Occurrence reporting
NPA Number	NPA 2016-19

UK CAA (European.Affairs@caa.co.uk) has placed **11** unique comments on this NPA:

Cmt#	Segment description	Page	Comment	Attachments
101	3. Proposed amendments — 3.1. Draft Regulation (Draft EASA Opinion) — Part-21: SECTION A — TECHNICAL REQUIREMENTS, SUBPART G — PRODUCTION ORGANISATION APPROVAL, 21.A.165 Obligations of the holder	17	<p>Page No: 17</p> <p>Paragraph No: 21.A.165, sub-paragraph (f) point 3</p> <p>Comment: Under the current text, the UK CAA receives comparatively few occurrence reports related to production where parts have been released outside design data, as unless it results in an unsafe condition the POA can hide behind there being no specific requirement to report to the Competent Authority.</p> <p>In our move to performance-based surveillance, the UK CAA is encouraging the UK POA community to consider <u>any</u> release which is subsequently identified to have possible deviations from the applicable design data as a voluntary occurrence, (i.e. where the Part 21 Subpart G approval has not achieved its primary aim of releasing in conformity to that data), which the CAA can then discuss with them internally as part of performance management. This requires an extent of leverage and negotiation that would be avoided if we could point to a clear requirement.</p> <p>Justification: The proposed wording is inconsistent, as although all releases outside of design data must be reported to the next production organisation, these reports are not required to be made to the competent authority.</p> <p>It is understood that the reporting system should not be overwhelmed by notifications that subsequently do not present a risk, but the proposed wording could be improved to ensure that the competent authority has access to the data it needs for effective performance-based oversight.</p> <p>Proposed Text: It is suggested that additional text is added in sub-paragraph (f) point 3 as follows: -</p> <p>“3. where the holder of the production organisation approval is acting as a supplier to another production organisation, report also to that other organisation all cases where it has released products, parts or appliances to that organisation and subsequently identified them to have possible deviations from the applicable design data. <u>Under (EU) No 376/2014, in addition to the mandatory reports generated as a result of identification of an unsafe condition under item 2 above, the Production Organisation is to consider all cases where it has subsequently identified possible deviations after release as voluntary reports to be recorded and investigated internally with the results made available for</u></p>	

			review by the competent authority of the Member State during surveillance.”	
102	3. Proposed amendments — 3.1. Draft Regulation (Draft EASA Opinion) — Part-21: SECTION B — PROCEDURES FOR COMPETENT AUTHORITIES, SUBPART A — GENERAL PROVISIONS, 21.B.45 Reporting/coordin	18	<p>Page No: 18</p> <p>Paragraph No: 21.B.45, sub-paragraph (c)</p> <p>Comment: New sub-paragraph (c) has been inserted as follows:</p> <p><i>“(c) Without prejudice to Regulation (EU) No 376/2014, the competent authority of the Member State shall provide the Agency with safety-significant information stemming from the occurrence reports stored in the national database.”</i></p> <p>This obligation looks quite onerous as it applies to all occurrence reports in the national database, some of which in the UK occurrence database could be than 40 years old and are no longer relevant to today’s risks and safety issues.</p> <p>Justification: We support the intent of Article 15 of the Basic Regulation which creates an information sharing obligation between EASA and competent authorities but this is fairly high level. However, this statement in 21.B.45 sub-paragraph (c) is much more specific and it could create extra_burdens for competent authorities. We would like to limit the scope of this text by removing the reference to all of the reports that are stored in the national database.</p> <p>Proposed Text: Amend sub-paragraph (c) to read:</p> <p><i>“(c) Without prejudice to Regulation (EU) No 376/2014, the competent authority of the Member State shall provide the Agency with safety-significant information stemming from the occurrence reports it receives.”</i></p>	
103	3. Proposed amendments — 3.5. Draft AMC/GM (Draft EASA Decision) — Part-M: SECTION A — TECHNICAL REQUIREMENTS, SUBPART G — CONTINUING AIRWORTHINESS MANAGEMENT ORGANISATION, AMC1 M.A.718 Occurrence reporting	27	<p>Page No: 27</p> <p>Paragraph No: 7 - New AMC1 M.A.718</p> <p>Comment: Paragraph 7, New AMC1 M.A.718 Occurrence reporting, states: <i>“The organisation should assign responsibility for coordinating action on airworthiness occurrences and for initiating any necessary further investigation and follow-up activity to a suitably qualified person with clearly defined authority.”</i></p> <p>The regulation recognises and defines ‘organisations’, however it doesn’t fully cater for organisations that consist of multiple approval types that operate a combined occurrence reporting system crossing more than one approval.</p> <p>The proposed text below is taken from an EASA opinion for SMS where a similar situation arises with requirements bridging multiple approvals within one organisation.</p> <p>Justification: Feedback from industry and oversight activities suggests confusion on requirements.</p> <p>Proposed Text: We propose additional text should be added as follows:</p> <p><i>“The organisation should assign responsibility for coordinating action on airworthiness occurrences and for initiating any necessary further investigation and follow-up activity to a suitably qualified person with</i></p>	

			clearly defined authority. <u>Where the organisation holds one or more additional organisation certificates within the scope of Regulation (EC) No 216/2008, the occurrence reporting system may be integrated with that required under the additional certificate(s) held. An operator may therefore report on behalf of its Part M Subpart G continuing airworthiness management organisation if part of the same organisation.</u>
104	3. Proposed amendments — 3.6. Draft AMC/GM (Draft EASA Decision) — Part-145: SECTION A — TECHNICAL REQUIREMENTS, AMC 145.A.60(a), GM 145.A.60(a) and GM1 145.A.60(c) are replaced by the following new AMC1 145.A.60, AMC2 145.A.60 and GM1 145.A.60 'Occurrence reporting'	29 - 30	<p>Page No: 29</p> <p>Paragraph No: AMC1 145.A.60</p> <p>Comment: AMC1 145.A.60 Occurrence reporting states: <i>"The organisation should assign responsibility for coordinating action on airworthiness occurrences and for initiating any necessary further investigation and follow-up activity to a suitably qualified person with clearly defined authority."</i></p> <p>The regulation recognises and defines 'organisations', however it doesn't fully cater for organisations that consist of multiple approval types that operate a combined occurrence reporting system crossing more than one approval.</p> <p>The proposed text below is taken from an EASA opinion for SMS where a similar situation arises with requirements bridging multiple approvals within one organisation</p> <p>Justification: Feedback from industry and oversight activities suggests confusion on requirements.</p> <p>Proposed Text: We propose additional text should be added as follows:</p> <p><i>"The organisation should assign responsibility for coordinating action on airworthiness occurrences and for initiating any necessary further investigation and follow-up activity to a suitably qualified person with clearly defined authority. <u>Where the organisation holds one or more additional organisation certificates within the scope of Regulation (EC) No 216/2008, the occurrence reporting system may be integrated with that required under the additional certificate(s) held. An operator may therefore report on behalf of its Part 145 maintenance if part of the same organisation.</u>"</i></p>
105	3. Proposed amendments — 3.6. Draft AMC/GM (Draft EASA Decision) — Part-145: SECTION A — TECHNICAL REQUIREMENTS, AMC 145.A.60(a), GM 145.A.60(a) and GM1 145.A.60(c) are replaced by the following new AMC1 145.A.60, AMC2 145.A.60 and GM1 145.A.60 'Occurrence reporting'	29 - 30	<p>Page No: 29</p> <p>Paragraph No: AMC2 145.A.60</p> <p>Comment: AMC2 145.A.60 Occurrence reporting, states: <i>"The organisation should ensure that the organisation responsible for the design of the aircraft or component receives adequate occurrence reports for their aircraft or component in order to enable it to issue appropriate service instructions and recommendations to all owners or operators. Liaison with the organisation responsible for the design of the aircraft or component is recommended to establish whether published or proposed service information will resolve the problem or to obtain a solution to a particular problem."</i></p> <p>If a Part 145 maintenance organisation reports an MOR to the competent authority it discharges its obligations under 376/2014. It may additionally report this event to an operator/Part M organisation. The regulation is currently not clear as to whether the operator/Part M is then additionally obliged to report this information to the</p>

	reporting'		<p>competent authority and provide follow up (having received the report from a Part 145 maintenance organisation).</p> <p>Justification: Feedback from industry and oversight activities.</p> <p>Proposed Text: We propose additional text should be added as follows:</p> <p>"The organisation should ensure that the organisation responsible for the design of the aircraft or component receives adequate occurrence reports for their aircraft or component in order to enable it to issue appropriate service instructions and recommendations to all owners or operators. Liaison with the organisation responsible for the design of the aircraft or component is recommended to establish whether published or proposed service information will resolve the problem or to obtain a solution to a particular problem. <u>If an operator/Part M organisation receives a report from a separate Part 145 maintenance organisation, it does not need to provide follow up information to the competent authority. The obligation to provide the initial results of analysis and final results lie with the Part 145 maintenance organisation.</u>"</p>	
106	3. Proposed amendments — 3.10. Draft AMC/GM (Draft EASA Decision) — Part-ORA: SUBPART GEN — GENERAL REQUIREMENTS, SECTION I — GENERAL, GM1 ORA.GEN.160(a) Occurrence reporting	38 - 40	<p>Page No: 39</p> <p>Paragraph No: GM1 ORA.GEN.160(a), sub-paragraphs (f) & (g)</p> <p>Comment: We believe the interpretation of 376/2014 provided as guidance material is misleading. The statement in sub-paragraph (g) that both mandatory and voluntary reports should be transmitted to the competent authority within 30 days misses the significant point that only voluntary reports "which may involve an actual or potential aviation safety risk" (Art 5.5) should actually be transmitted. The description does not include the initial transmission of occurrence reports to the competent authority within 72 hours. It is proposed that including this initial step improves clarity.</p> <p>Justification: The NPA text could result in an organisation transmitting all its internal safety reports to the competent authority which would overload the national systems. Currently approx 10% of the internal reports submitted are subsequently sent to the UK CAA. i.e. this text could result in a ten-fold increase in the number of occurrences received by the competent authority. It should be noted that any safety-related internal reports received by an organisation can be considered as "voluntary reports" under 376/2014, regardless of their significance, as it is the perception of the reporter that defines this (Art 5.1). It is important that organisations understand they have a role to decide which of the voluntary reports they receive "may involve an actual or potential aviation safety risk" (Art5.5). It is only these voluntary reports that should be transmitted to the competent authority.</p> <p>Proposed Text: Amend sub-paragraphs (f) and (g) to read as follows:</p> <p>"(f) Organisations are required to:</p> <ol style="list-style-type: none"> <u>1) Transmit mandatory occurrences (listed in Regulation (EU) 2015/1018) to the competent authority as soon as possible, and no later than 72 hours after becoming aware of the occurrence;</u> <u>2) Transmit voluntary occurrences, that may be an actual or potential hazard to aviation safety, to the competent authority</u> 	

			<p>in a timely manner;</p> <p>3) identify the safety hazards associated with identified occurrences or groups of occurrences (cf. Article 13(1));</p> <p>4) analyse the related risks in terms of likelihood and severity of the outcome, as well as assess risks in terms of tolerability;</p> <p>5) based on the result of the risk assessment, determine the need for mitigation action, as required for improving aviation safety (cf. Article 13(2)); and</p> <p>6) monitor the timely implementation and effectiveness of any mitigation action required (cf. Article 13(2)).</p> <p>(g) In addition to the actions required under paragraph (f) above, organisations are required to ensure that the following information is transmitted to the competent authority within 30 days from the date of notification of the occurrence (both mandatory reports and voluntary reports <u>that may be an actual or potential hazard to aviation safety</u>) (cf. Article 13(4)):</p> <p>1) the preliminary results of the risk analysis performed; and</p> <p>2) any mitigation action to be taken.</p> <p>Furthermore, organisations are required to ensure that the final results of the risk analysis, where required, are transmitted to the competent authority as soon as they are available and, in principle, no later than 3 months from the date of notification of the occurrence to the authority (cf. Article 13(4))."</p>	
107	3. Proposed amendments — 3.14. Draft AMC/GM (Draft EASA Decision) — Part-ORO: SUBPART GEN — GENERAL REQUIREMENTS, SECTION I — GENERAL, GM1 ORO.GEN.160(a) Occurrence reporting	49 - 50	<p>Page No: 49</p> <p>Paragraph No: GM1 ORO.GEN.160(a), sub-paragraphs (f) & (g)</p> <p>Comment: We believe the interpretation of 376/2014 provided as guidance material is misleading. The statement in sub-paragraph (g) that both mandatory and voluntary reports should be transmitted to the competent authority within 30 days misses the significant point that only voluntary reports "which may involve an actual or potential aviation safety risk" (Art 5.5) should actually be transmitted. The description does not include the initial transmission of occurrence reports to the competent authority within 72 hours. It is proposed that including this initial step improves clarity.</p> <p>Justification: The NPA text could result in an organisation transmitting all its internal safety reports to the competent authority which would overload the national systems. Currently approx 10% of the internal reports submitted are subsequently sent to the UKCAA. i.e. this text could result in a ten-fold increase in the number of occurrences received by the competent authority. It should be noted that any safety-related internal reports received by an organisation can be considered as "voluntary reports" under 376/2014, regardless of their significance, as it is the perception of the reporter that defines this (Art 5.1). It is important that organisations understand they have a role to decide which of the voluntary reports they receive "may involve an actual or potential aviation safety risk" (Art5.5). It is only these voluntary reports that should be transmitted to the competent authority.</p> <p>Proposed Text: Amend sub-paragraphs (f) and (g) to read as follows: "(f) Organisations are required to: 1) <u>Transmit mandatory occurrences (listed in Regulation (EU) 2015/1018) to the competent authority as soon as possible, and no later than 72 hours after becoming aware of the occurrence;</u> 2) <u>Transmit voluntary occurrences, that may be an actual or</u></p>	

			<p><u>potential hazard to aviation safety, to the competent authority in a timely manner:</u></p> <p>3) identify the safety hazards associated with identified occurrences or groups of occurrences (cf. Article 13(1));</p> <p>4) analyse the related risks in terms of likelihood and severity of the outcome, as well as assess risks in terms of tolerability;</p> <p>5) based on the result of the risk assessment, determine the need for mitigation action, as required for improving aviation safety (cf. Article 13(2)); and</p> <p>6) monitor the timely implementation and effectiveness of any mitigation action required (cf. Article 13(2)).</p> <p>(g) In addition to the actions required under paragraph (f) above, organisations are required to ensure that the following information is transmitted to the competent authority within 30 days from the date of notification of the occurrence (both mandatory reports and voluntary reports <u>that may be an actual or potential hazard to aviation safety</u>) (cf. Article 13(4)):</p> <p>1) the preliminary results of the risk analysis performed; and</p> <p>2) any mitigation action to be taken.</p> <p>Furthermore, organisations are required to ensure that the final results of the risk analysis, where required, are transmitted to the competent authority as soon as they are available and, in principle, no later than 3 months from the date of notification of the occurrence to the authority (cf. Article 13(4))."</p>	
108	3. Proposed amendments — 3.18. Draft AMC/GM (Draft EASA Decision) — Part-ADR.OR: SUBPART C — ADDITIONAL RESPONSIBILITIES (ADR.OR.C), AMC1 ADR.OR.D.030 Safety-reporting system	58 - 59	<p>Page No: 59</p> <p>Paragraph No: AMC1 ADR.OR.D.030, sub-paragraph (b)</p> <p>Comment: New sub-paragraph (b) has been added as follows:</p> <p><i>"(b) The aerodrome operator should establish written arrangements with all organisations operating or providing services at the aerodrome, defining their reporting obligations under the safety-reporting system of the aerodrome operator."</i></p> <p>It is not clear what is expected by "written arrangements". For example, we would suggest that an Airport Directors' Notice to all organisations, supported by oversight under the ADR.OR.D.010 and OR.D.025, should be sufficient.</p> <p>We recommend that additional GM to AMC1 ADR.OR.D.030 should be provided listing examples of "written arrangements" to clarify what this term means, including an Airport Directors' Notice to all organisations.</p> <p>Justification: Reasonableness and making the new requirement pragmatic to implement and manage.</p>	
109	3. Proposed amendments — 3.18. Draft AMC/GM (Draft EASA Decision) — Part-ADR.OR: SUBPART C — ADDITIONAL RESPONSIBILITIES (ADR.OR.C), GM1 ADR.OR.D.030 Safety-reporting system	59 - 61	<p>Page No: 60</p> <p>Paragraph No: GM1 ADR.OR.D.030, sub-paragraphs (e) & (f)</p> <p>Comment: We believe the interpretation of 376/2014 provided as guidance material is misleading. The statement in sub-paragraph (f) that both mandatory and voluntary reports should be transmitted to the competent authority within 30 days misses the significant point that only voluntary reports "which may involve an actual or potential aviation safety risk" (Art 5.5) should actually be transmitted. The description does not include the initial transmission of occurrence reports to the competent authority within 72 hours. It is proposed that including this initial step improves clarity.</p>	

Justification: The NPA text could result in an organisation transmitting all its internal safety reports to the competent authority which would overload the national systems. Currently approx 10% of the internal reports submitted are subsequently sent to the UKCAA. i.e. this text could result in a ten-fold increase in the number of occurrences received by the competent authority. It should be noted that any safety-related internal reports received by an organisation can be considered as “voluntary reports” under 376/2014, regardless of their significance, as it is the perception of the reporter that defines this (Art 5.1). It is important that organisations understand they have a role to decide which of the voluntary reports they receive “may involve an actual or potential aviation safety risk” (Art5.5). It is only these voluntary reports that should be transmitted to the competent authority.

Proposed Text: Amend sub-paragraphs (e) and (f) to read as follows:

“(e) By applying their safety risk management and monitoring processes, established as part of their management system, aerodrome operators are able to:

1) Transmit mandatory occurrences (listed in Regulation (EU) 2015/1018) to the competent authority as soon as possible, and no later than 72 hours after becoming aware of the occurrence;

2) Transmit voluntary occurrences, that may be an actual or potential hazard to aviation safety, to the competent authority in a timely manner;

3) identify the safety hazards associated with identified occurrences or groups of occurrences (cf. Article 13(1));

4) analyse the related risks in terms of likelihood and severity of the outcome, as well as assess risks in terms of tolerability;

5) based on the result of the risk assessment, determine the need for mitigation action, as required for improving aviation safety (cf. Article 13(2)); and

6) monitor the timely implementation and effectiveness of any mitigation action required (cf. Article 13(2)).

(f) In addition to the actions required under paragraph (e) above, organisations are required to ensure that the following information is transmitted to the competent authority within 30 days from the date of notification of the occurrence (both mandatory reports and voluntary reports **that may be an actual or potential hazard to aviation safety**) (cf. Article 13(4)):

1) the preliminary results of the risk analysis performed; and

2) any mitigation action to be taken.

Furthermore, organisations are required to ensure that the final results of the risk analysis, where required, are transmitted to the competent authority as soon as they are available and, in principle, no later than 3 months from the date of notification of the occurrence to the authority (cf. Article 13(4)).”

110	3. Proposed amendments — 3.24. Draft AMC/GM (Draft EASA Decision) — Part-ATCO.OR: SUBPART B — REQUIREMENTS FOR AIR	70 - 71
-----	--------------------------------------------------------------------------------------------------------------------	---------

Page No: 70

Paragraph No: GM2 ATCO.OR.B.040, sub-paragraphs (f) & (g)

Comment: We believe the interpretation of 376/2014 provided as guidance material is misleading. The statement in sub-paragraph (g) that both mandatory and voluntary reports should be transmitted to the competent authority within 30 days misses the significant point that only voluntary reports “which may involve an actual or potential

	<p>TRAFFIC CONTROLLER TRAINING ORGANISATIONS GM2 ATCO.OR.B.040 Occurrence reporting</p>	<p>aviation safety risk" (Art 5.5) should actually be transmitted. The description does not include the initial transmission of occurrence reports to the competent authority within 72 hours. It is proposed that including this initial step improves clarity.</p> <p>Justification: The NPA text could result in an organisation transmitting all its internal safety reports to the competent authority which would overload the national systems. Currently approx 10% of the internal reports submitted are subsequently sent to the UKCAA. i.e. this text could result in a ten-fold increase in the number of occurrences received by the competent authority. It should be noted that any safety-related internal reports received by an organisation can be considered as "voluntary reports" under 376/2014, regardless of their significance, as it is the perception of the reporter that defines this (Art 5.1). It is important that organisations understand they have a role to decide which of the voluntary reports they receive "may involve an actual or potential aviation safety risk" (Art5.5). It is only these voluntary reports that should be transmitted to the competent authority.</p> <p>Proposed Text: Amend sub-paragraphs (f) & (g) to read as follows:</p> <p>"(f) By applying their safety risk management and monitoring processes, established as part of their management system, organisations are required to:</p> <ol style="list-style-type: none"> 1) <u>Transmit mandatory occurrences (listed in Regulation (EU) 2015/1018) to the competent authority as soon as possible, and no later than 72 hours after becoming aware of the occurrence;</u> 2) <u>Transmit voluntary occurrences, that may be an actual or potential hazard to aviation safety, to the competent authority in a timely manner;</u> 3) identify the safety hazards associated with identified occurrences or groups of occurrences (cf. Article 13(1)); 4) analyse the related risks in terms of likelihood and severity of the outcome, as well as assess risks in terms of tolerability; 5) based on the result of the risk assessment, determine the need for mitigation action, as required for improving aviation safety (cf. Article 13(2)); and 6) monitor the timely implementation and effectiveness of any mitigation action required (cf. Article 13(2)). <p>(g) In addition to the actions required under paragraph (f) above, organisations are required to ensure that the following information is transmitted to the competent authority within 30 days from the date of notification of the occurrence (both mandatory reports and voluntary reports <u>that may be an actual or potential hazard to aviation safety</u>) (cf. Article 13(4)):</p> <ol style="list-style-type: none"> 7) the preliminary results of the risk analysis performed; and 8) any mitigation action to be taken. <p>Furthermore, organisations are required to ensure that the final results of the risk analysis, where required, are transmitted to the competent authority as soon as they are available and, in principle, no later than 3 months from the date of notification of the occurrence to the authority (cf. Article 13(4))."</p>	
111	<p>3. Proposed amendments — 3.25. Draft AMC/GM (Draft EASA Decision) — AMC-20: AMC 20-8 Occurrence</p>	<p>72 - 95</p> <p>Page No: 76</p> <p>Paragraph No: AMC 20-8, Section 7, sub-paragraphs (f) & (g)</p> <p>Comment: We believe the interpretation of 376/2014 provided as guidance material is misleading. The statement in sub-paragraph (g)</p>	

reporting		<p>that both mandatory and voluntary reports should be transmitted to the competent authority within 30 days misses the significant point that only voluntary reports “which may involve an actual or potential aviation safety risk” (Art 5.5) should actually be transmitted. The description does not include the initial transmission of occurrence reports to the competent authority within 72 hours. It is proposed that including this initial step improves clarity.</p> <p>Justification: The NPA text could result in an organisation transmitting all its internal safety reports to the competent authority which would overload the national systems. Currently approx 10% of the internal reports submitted are subsequently sent to the UKCAA. i.e. this text could result in a ten-fold increase in the number of occurrences received by the competent authority. It should be noted that any safety-related internal reports received by an organisation can be considered as “voluntary reports” under 376/2014, regardless of their significance, as it is the perception of the reporter that defines this (Art 5.1). It is important that organisations understand they have a role to decide which of the voluntary reports they receive “may involve an actual or potential aviation safety risk” (Art5.5). It is only these voluntary reports that should be transmitted to the competent authority.</p> <p>Proposed Text: Amend sub-paragraphs (f) & (g) to read as follows:</p> <p>“(f) Organisations are required to:</p> <ol style="list-style-type: none"> 1) <u>Transmit mandatory occurrences (listed in Regulation (EU) 2015/1018) to the competent authority as soon as possible, and no later than 72 hours after becoming aware of the occurrence;</u> 2) <u>Transmit voluntary occurrences, that may be an actual or potential hazard to aviation safety, to the competent authority in a timely manner;</u> 3) identify the safety hazards associated with identified occurrences or groups of occurrences (cf. Article 13(1)); 4) analyse the related risks in terms of likelihood and severity of the outcome, as well as assess risks in terms of tolerability; 5) based on the result of the risk assessment, determine the need for mitigation action, as required for improving aviation safety (cf. Article 13(2)); and 6) monitor the timely implementation and effectiveness of any mitigation action required (cf. Article 13(2)). <p>(g) In addition to the actions required under paragraph (f) above, organisations are required to ensure that the following information is transmitted to the competent authority within 30 days from the date of notification of the occurrence (both mandatory reports and voluntary reports <u>that may be an actual or potential hazard to aviation safety</u>) (cf. Article 13(4)):</p> <ol style="list-style-type: none"> 7) the preliminary results of the risk analysis performed; and 8) any mitigation action to be taken. <p>Furthermore, organisations are required to ensure that the final results of the risk analysis, where required, are transmitted to the competent authority as soon as they are available and, in principle, no later than 3 months from the date of notification of the occurrence to the authority (cf. Article 13(4)).”</p>	
-----------	--	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--